

# Monthly Newsletter

**-Settembre 2022-**



**CDDDC**  
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 12/09/2022  
at the Harmonie German Club**

#### Presidente Rezazione

Greetings to the faithful. I am putting this report together on the night of 8 Sep and I am suffering from some strange emotions (yes, I am probably getting soft). For the uninformed today marks the 11<sup>th</sup> anniversary of my helicopter crash up in Shoalwater Bay, near Rockhampton. The mixed emotions come from the fact that I am so thankful that I survived however I am also so distraught that my two colleagues did not. Having said that, this is not a call for help, I have had a damn fine shrink for that.

Ducati stuff, in an attempt to distract myself from the above I went out on the hunt for raffle prizes for the Corinary Rally with some success. Whilst at Team Moto I had the chance to catch up with the new manager, Ryan Henderson, nice guy and I we discussed the following;

1. Ryan and I are working to get club members onto the VIP list to enjoy some shop discounts, it will be accessed by producing a current club membership card. I will keep you informed when this will come into place.
2. The two in house Ducati mechanics have completed their Ducati training and are keen to assist us.
3. Team Moto is more than happy for the club to use the shop as a starting/ending location for local rides and to set up the sausage sizzles as club fund raisers.
4. The Ducati Display is about to undergo a substantial redo in the near future, more info as I get updates.
5. Team Moto Canberra is the largest shop in the company structure and the only shop servicing the Ducati brand, Team Moto are very serious about making it work and are hoping to gain more Ducati support around the country.
6. And, the new Desert X demo bike is at the shop (and it is a cracker), if you wish to sample the beast, I suggest giving the shop a call on 6280 4491, just to make sure the bike is available. And yes, it is loosely based on the Cagiva





CDDC Rally stuff, The Corinary Rally is just around the corner and we need some helpers to make the event a success. Taso will require some assistance in the food tent and I will need a couple of bodies to assist on the Saturday. Helpers will not need to camp out unless they wish to and there will be some perks. If you can spare some time on the 30<sup>th</sup> Sep to 2<sup>nd</sup> Oct weekend, please drop me an email at [presidentcddc@gmail.com](mailto:presidentcddc@gmail.com).

### << VP Dribble #7 >>

Well another month has steamed passed and it seems that I have found some motivation to finish the little project I started that led to me falling off a ladder and breaking my leg. So most of the frame work is up to close in the sides of the garaport on the new man cave and now it is time to order the wall sheets to finish up.

So first I went to the shed supplier and asked for a quote for 6 sheets and 2 x 1.5m lengths of vermin proofing. After some days, I was sent back a quote for \$1,027.90. This somewhat shocked me so I questioned it and got the standard reply of, "well that includes packing and freight from Queensland", which I know, is not that dear. Now, allowing a more than fair allowance for the 2 lengths of vermin proofing, this leaves an amount of \$927.90, which made each sheet \$154.65, which is \$58.80 per lineal metre. I knew he was having a lend of me then, as I can buy another brand of colour bond wall panel for around \$18.00 per lineal metre, which is a big difference even allowing for the fact that the shed company panel does have a wider coverage (approx. 200mm), it still does not justify the expense.

So I thought I would just buy the other brand and work out a way to tie it in; no worries. Then I looked at the shed again and it seems that the panelling on my shed is their own design and the spacing on the ribs is completely different. And although I can match the join up with a little creativity, it won't match what is installed along the eave and this is a big job to change and not on my radar. So again we have this problem, I checked with several other manufacturers and found no suitable panel. Bugga!!

These bastards have us over a barrel. In steps J9, she rings the company and gives them a bit of a serve and the next day I received an email offering a price drop of \$225.00 if we ordered this week, so they can ship it with another job they have coming. Still way too expensive, but probably the best we were going to get.

The moral of this story: well firstly, we didn't do this work at the time of building as it would not have been approved so had to be done post approval. But the moral is, IF I ever build another shed and intend doing extra work later on, check what the panelling is and check if it is readily available; and if not buy the extra at the time of building the shed.

What a cock up! The things we do for our bikes!!

Well that's it from me. 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 September 2022	
<b>Sunday 11th</b>	Ride when you're not having a ride   A bit of a shortish ride for no other reason than to go for a ride. We'll kick off from Sutton and take a roundabout way to The George Harcourt at Gold Creek. Kind of like a New Year's Recovery in Spring – but different. Meet at the Baker @ Sutton 10 for a 10:30 am start.
<b>Monday 12th</b>	CDDC Monthly General Meeting   7:30pm @Harmonie Club Narrabundah. 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 18th</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>Friday 16th – Sunday 18th</b>	Nundle and Hill End   A three day ride with overnights in Nundle and Hill End. If you haven't already got yourself organized, you'd better do it quick. You'll need to look after your own booking. At Nundle – the Peel Inn (02) 6769 3377   At Hill End – Hill End Lodge (02) 6337 8200. Meet at the Caltex near Macca's on the Federal Highway near Epic for an 8am start.
<b>Wednesday 21st</b>	Ride to Historic Niagara Café Gundagai   Starting point Coronation Park Yass. Assemble at 10:00 for 10:30 departure. Ride via Harden, Wallendbeen, Old Gundagai Road, Muttama, Coolac then onto Gundagai. Lunch at Niagara Café.
<b>Sunday 25th</b>	Crookwell/Taralga   A there and back ride to Taralga with lunch at Gunning for those that want it. Meet at the Baker @ Sutton 9:30 for a 10am start.

CDDC events in October 2022	
<b>Sunday 9th</b>	A mystery ride – watch this space for details.
<b>Monday 10th</b>	CDDC Annual General Meeting   This year we are back to our normal October AGM timeframe at the Harmonie Club Narrabundah. Meeting starts at 7:00pm with the October General Meeting. We'll take a break at 7:30. The AGM will run from 8:00 to 8:45. For those interested there will be the usual suspects gathering from 6:30pm for a meal.
<b>Sunday 16th</b>	Duc's on the Pond   Yep this is the day of the Oz Motogp, but if you feel like getting out before the action starts at Phillip Island? 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>October Mid week ride</b>	Midweek ride – details to come.
<b>Saturday 22nd</b>	Batemans Bay   A springtime ride down to the coast for fish and chips. Meet at the Gunna Do Bakery in Bungendore, 10 for a 10:30 start. Yes it's a Saturday ride.

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.

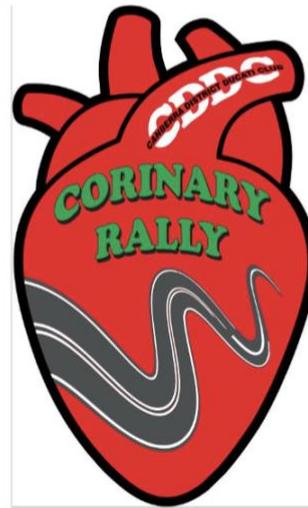
## Ride/event ideas

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 1<sup>st</sup> Lunch by the infamous CDDC Latte Sipping  
Catering Division & Starring Chef Taso

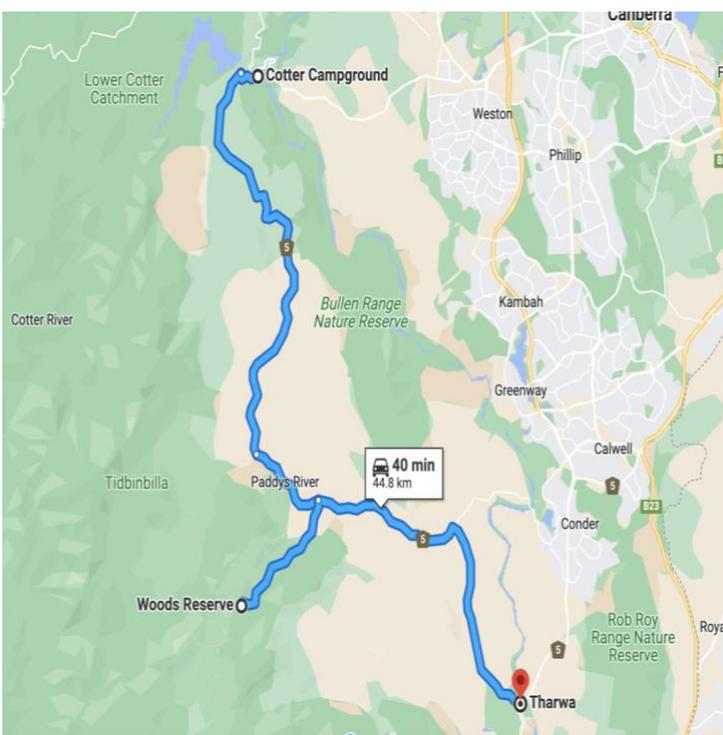
Firewood on site

Real Dummies

No Pets – this is a state forest.

BYO Alcohol

\$25



## ***Quality of components fitted to modern Motorcycles***

*By Grant Fuller*

We're led to believe that modern technology is always going forward and the range modern vehicles we buy are fitted with the latest and greatest components available.

If we take look back in time at a 1975 Ducati 900SS.

It was fitted with the very best Brembo brake callipers available at the time. The twin piston 08 calliper, 2 up front and 1 one the rear. These callipers gripped 280mm cast iron Brembo discs and were controlled by quality Brembo master cylinders. All of these components not only appeared on this road bike, but would be found on the top of the line race bikes of the period. The front forks were 38mm diameter Marzocchi forks, certainly crude by today's standards, but once again exactly what you would find fitted to race bikes of the period, all the way up to Formula 750, and later Formula 1 bikes.

Marzocchi shocks on the rear, once again crude by today's standards by only featuring preload adjustment, but the best made by Marzocchi at the time. The fueling system was the top of the line Dellorto 40mm PHM carburetors fitted with accelerator pumps. So, to sum up the 75 SS, we have the top of the line brakes, suspension and fuel system available at the time.

Let's look at a modern Ducati Panigale as an example.

We don't get the top of the line Brembo brakes. What we get is a set of brakes made to a price range suitable to work on the bike and look ok. The master cylinders are similar quality, they do the job, but far from the best. Forks are far superior on a modern Ducati in that they are fitted with adjustments for spring pre load, and both compression and rebound damping. But once again not top of the line. Shocks offer similar adjustments to the forks.

The fuelling system is fuel injected and only as good as the map written by the programmer and hopefully suitable for all road applications. Again, it does the job but it's not top of the line.

Back in the day of the 75 SS we couldn't upgrade the Brembo's to a higher spec as our bike already had the best, but with our Panigale we could spend about \$4500 per front calliper, then upgrade discs, and upgraded master cylinders. About \$13000 later we have top of the line brakes.

Another major problem with modern technology and modern vehicles, is that many items are not able to be rebuilt due to spares or rebuild kits not being produced for them or the component being sealed at the time of production, as the manufacturer wants you to purchase a new assembly. Many modern Brembo items cannot be rebuilt. If we look back at our old 75 SS, we can still purchase in 2022 all of the genuine Brembo repair kits to fully rebuild our callipers and master cylinders.

What we do have these days though is a huge range of both original manufacturers' aftermarket parts along with specialist companies producing aftermarket parts. This has allowed us to either improve the quality of the original components, customize our bikes to individually suit ourselves or both or purchase quality components at a cheaper price.

Another benefit of the aftermarket range of parts is that items like full exhaust systems can be cheaper than a factory original, or in some way either performance or operational improvements can be made on an item that only show up through use or customer feedback.

If you do intend fitting aftermarket parts, my only advice would be to keep the original components if you can. A vehicle with all the original components either still fitted or carefully stored in boxes will attract more money on resale than a highly modified vehicle fitted with aftermarket parts.

**August Rides**  
*By Craig Evans*

**Jugiong – 7th August**



*Rod Strudel, Rhys Monster, Bryce Strudel, Craig Panigirlie*

A nice late winter run down to Jugiong and the Sir George for lunch. The weather on the Sunday wasn't too bad, but the region had a bout 90mm of rain the previous Thursday. Taking that into account the choice was given to change from the planned route out through Mountain Creek road to something a bit 'safer' (less water affected). The decision was to go the planned route with the group sending the ride leader first into anything difficult – the logic being that if a Panigirlie can make it the rest of the group should be fine.

It was evident that the countryside had received a fair bit of rain, mainly from the amount of gravel washed across the road in some places. So not only were we looking out for potholes, but we were also looking for gravel washouts. The expected wet causeways were a bit of a non-event, but we did hit one unexpected road section that was still under water, which was easily handled by the guinea pig out front. After this winter's watery rides I can definitely say that the 959 has now done more water crossings than the Tiger. Who says Ducati's are soft?

Before long we were rolling into Yass and all things considered the general condition of Mountain Creek road is not too bad – certainly worth the ride when compared to rolling down the highway. Corners are much more fun – even with a few bumps.

It's a pretty straight forward run down Burley Griffin Way to Harden before turning off to Jugiong. It's only a few kays to Jugiong – I think something like 40 kms – but it is a nice little road and well worth the effort. Up and down dale with a range of open sweepers to enjoy, on top of that the traffic is normally fairly light.

Lunch was had at the Sir George. The weather was good enough to enjoy a pleasant out door table, good service and good food.

For the trip home it was a short run up the highway before turning off to Berremangra road, which really is an up and down dale type of road with every type of corner thrown in. After Berremangra it was pretty much a cruisy ride home amongst the Sunday arvo traffic, but still a good day out.

### **Ducs on the Pond – 14th August**

It was good to see a good and varied turnout for the second Duc's on the Pond. There were a few new faces, a few classics (Desmosedici?) and a nice MV and just to show up some local members that don't tend to ride, one guy rode up from Cooma for the occasion. He was even on a Diavel!

Sigh. Therapy. Moving on. It was another nice sunny winter's day – for Canberra at least and the coffee wasn't too bad. After a bit of a chat and enjoying the warm sun a few of us decided to do a loop of the Cotter and we ended up having lunch at Lanyon, Gordon or maybe it was North Cooma – hard to tell. In any case it was a great way to spend a sunny Sunday morning. Hopefully we'll have more on the next one.



### **Young – 17th August**

Michael Paul Smart Special, Craig Panigirlie

To call this a ride to Young is probably a bit inaccurate. The ride was advertised as going to Young, but with only two riders fronting up and it not being the best August weather we made a call to stop for a coffee in Yass before taking the long way home via Mountain Creek rd.

While we were having that leisurely coffee, we got chatting to local – who also rode – and they recommended we had a look at a ‘workshop’ down the bottom of the main street. The workshop was run by a retired mechanic from Canberra. The workshop did not seem to be a commercial venture, but they had a lot interesting and old stuff in there that they were in various stages of tinkering with. It was well worth the detour. Must be something about bikes and the people that ride them – always welcoming and up for a chat.

The ride back via Mountain Creek rd was enjoyable and a lot ‘cleaner’ than a fortnight earlier. A good way to spend a Wednesday – for those lucky enough to have that choice.



## **Woodstock – 21st August**

Rod Strudel, Roscoe Panigirlie, Bryce Strudel, Jeff Strudel, Taso Panigirlie, Craig Panigirlie

Woodstock, sex drugs and rock & roll. Hang on, wrong Woodstock. Wrong century, although I do think everyone on the ride was at least born when the more famous Woodstock took place.

It was an early start and good to see a few members ready for a good day's ride. This was going to be a bit longer than a normal club ride and we were going over some more challenging roads – mostly due to the never-ending rain the region has had over recent times.

The run out to Crookwell was as enjoyable as always and we stopped for our fuel stop. The next bit of road out towards Boorowa was always going to be a bit of a test as that road is bumpy at the best of times. I think in reality it wasn't any worse than normal – so that's a

positive. It's an interesting section of road that does need you to focus, but it is also rewarding as well.

We took the turnoff towards Frogmore and Wyangala – and so far so good, no issues and no lost riders – bonus. We pulled into Wyangala and an opportunity to get off and stretch legs and check out the high water level. The dam looked very different to the last time I stopped there – during drought and it was not more than a swollen river at the bottom of the valley.

After a few complaints about bumps and poor road surface – mostly from Panigirlie riders we headed off towards Woodstock and our lunch stop. It's another challenging and rewarding section of road. Probably more suited to the Multi's than Panigirlies, but sometimes you just have to make the most of what you're on.

The Woodstock pub was warm and welcoming and the food was worth the ride as well. From there it was a relatively short run into Cowra for fuel. For something a little more interesting I took the back way in via Binni Creek road – a little more free flowing than the Mid Western Highway. Once fuelled up it was really just an easy cruise home via Boorowa and Yass – nothing much to note there. The day was a good one, good ride, good food and no got lost in a little over 450kms.



## ***Checking your bike after a winter break***

*By Grant Fuller*

With the weather hopefully warming up, it is time to give those bikes that have been stored or sitting during winter a check over to make sure they are ready for the rides ahead.

A good wash is a starting point as it gives you an opportunity to do a visual check of the condition of the headlight, taillight and indicator lenses, bodywork and very importantly tyres. Not just tread depth, but sidewall condition and age of the tyre.

During the wash and clean you may also find oil or fluid leaks. These could be leaks from brake reservoirs, clutch slave cylinders, fork seals, shocks or even gaskets or seals on the engine.

Tyre pressure need to be checked and set. This is best done with cold tyres and preferably using the same tyre gauge. Tyre gauge readings can vary wildly, so using the same gauge improves the repeatability of readings.

Engine oil level needs checking along with the tension, condition and lubrication of the rear drive chain.

If you have the equipment and competence a bleed of the braking system is also a good idea, and when riding the bike after storage it is also a good idea to use light braking until the pads are bedded back in, as discs and pads can develop a film on them that is not conducive to good braking.

All lights should be checked for operation along with the horn.

If your bike is fitted with control cables these are definitely worth lubricating and the same applies to speedo and tacho cables if fitted. A word of warning though, don't over lubricate instrument cables, as excessive lubricant can work its way into the instrument head.

Lastly when you jump on the bike for the first time, take it easy to bed both yourself and your motorcycle back in if you have both had a break for a number of months.

## **Moto GP Tipping Comp – Round 13 (Austria)**

Phil and Taso lead the standings after 13 rounds of racing. Thommo sits in 2nd place followed by Bill and Alan.

	JOHN	TASO	MARK	TIM	ROSS	SARGE	ALAN	THOMMO	PHIL	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	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	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	2	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	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	1	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	2	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	1	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	4	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	1
<b>RD TEN SACHSENRING 19.6.22</b> 20 F QUARTARARO, 5 J ZARCO, 43 J MILLER	4	3	4	4	3	1	5	1	4	1	4	1	2	5
<b>RD ELEVEN ASSEN 26.6.22</b> 63 F BAGNAIA, 72 M BEZZECCHI, 12 M VINALES	1	4	0	1	1	0	7	4	1	1	3	1	1	0
<b>RD TWELVE SILVERSTONE 7.8.22</b> 63 F BAGNAIA, 12 M VINALES, 43 J MILLER	3	3	2	1	3	2	2	1	5	2	1	3	1	5
<b>RD THIRTEEN AUSTRIA 21.8.22</b> 63 F BAGNAIA, 20 F QUARTARARO, 43 J MILLER	6	5	4	2	2	2	5	8	3	8	5	2	2	4
<b>TOTAL</b>	<b>35</b>	<b>42</b>	<b>29</b>	<b>31</b>	<b>29</b>	<b>24</b>	<b>38</b>	<b>40</b>	<b>42</b>	<b>31</b>	<b>36</b>	<b>36</b>	<b>19</b>	<b>38</b>

## ***Moto GP – Philip Island Ducatisti Package***

The 2022 Australian Motorcycle Grand Prix will once again return to Phillip Island on 14<sup>th</sup> – 16<sup>th</sup> October.

In anticipation of this event, we would like to inform you first, that our exclusive 2022 Ducati MotoGP Hospitality Suite will go on public sale on Monday 27<sup>th</sup> June at 12.00pm.

The 2022 Ducati MotoGP Hospitality Suite will be located within the Champions Club facility on Turn Four and will offer:

- Ducati Cloak Room
- Pit Lane Walk\*
- Morning Tea, Catered Lunch, Afternoon Tea
- Beer and Wine package
- Ducati Gift Bag
- Ducati Special Guests

*\*To be confirmed by AGPC*

As a passionate Ducatista we wanted to inform you on the timing of release so that you can coordinate as required.

Each ticket is priced at \$1,950.00 and can be purchased at [ducatiaustralia.com.au](http://ducatiaustralia.com.au) (this site is not currently live).

Should you require any additional information, please do not hesitate to contact me.

We look forward to seeing you once again at the racetrack!



Ducati welcome their new multi-day adventure tours, Ducati Xpeditions

- An adventure pilgrimage from the Southern Highlands, NSW to Phillip Island VIC
- Both adventure and road routes available ahead of the Australian MotoGP
- Extremely limited experience which will be powered by the team at Maschine

*Sydney, (Australia), 5th September, 2022:* Ducati Australia & New Zealand are proud to launch Ducati Xpeditions. A new series of Ducati multi-day motorcycle tours that will bring Ducatisti together on their own Multistrada, DesertX and Scrambler Ducati Desert Sled. The first Ducati Xpedition is timed to be a pilgrimage towards Victoria to coincide with the Australian Motorcycle Grand Prix at Phillip Island.

Four days of amazing riding will take riders through many twists and turns of lush rainforest on the NSW South Coast, over the Alpine High Country and into the never-ending hills east of Melbourne. This multi-day motorcycle tour will be visiting some iconic adventure riding locations along the route like Barry Way, McKillops Bridge, old gold mining towns like Walhalla with no doubt plenty of unexpected surprises along the way.

Starting in Bowral on Monday 10th October, 2022 this is an unmissable and very limited opportunity for Ducatisti to get out and explore Australia on their Multistrada, DesertX or Scrambler Desert Sled. For those seeking dirt and exploring off the main roads and also for those who want to stick to the black stuff and carve up some twisties, the choice is theirs. Each day Ducatisti will have adventure and bitumen routes available to them, to choose from. The same event, different experience.

Powered by Nick Selleck and the team at Maschine, all the planning has been done, Ducatisti will check in and grab their Ducati T-Shirt, Maschine will look after the rest from there. The ride route for the day will be planned out, as will food and fuel stops. At the end of each day, Ducatisti will be able to check into their room and then unwind with their riding friends, over a great meal.

Ducatisti will be hosted every night in fantastic accommodation that will have them sleeping easy so they can wake up fresh and recharged for the days ride ahead. And after the event, participants will receive a full gallery of the adventure.

Throughout the tour, Maschine will also support with skilled and experienced staff who will have their back at every turn.

- Route plan on GPS with lead riders clearing the way
- Technical and sweep support on course with you
- Luggage transport for your travel needs
- Medical assistance
- Quality accommodation and most meals included
- Ducati special guest appearances

This is an extremely limited motorcycle tour that will build the platform for many other Ducati Xpeditions in the future. Pricing for Ducati Xpeditions starts at \$2,700 per person for twin share accommodation. More information is available at: [maschine.com.au/tour/ducati-xpedition-2022/](https://maschine.com.au/tour/ducati-xpedition-2022/)

Ducatisti can expect to have friendships forged for years to come whilst exploring Australia. Share the Ducati passion.

**Ducati Motor Holding S.p.A. - A Sole Shareholder Company - A Company subject to the Management and Coordination activities of AUDI AG**

Founded in 1926, since 1946 Ducati has been manufacturing sport-inspired motorcycles characterised by high-performance engines, innovative design and cutting-edge technology. Ducati factory is located in Bologna's Borgo Panigale district. The model range covers several market segments with the following families: DesertX, Diavel, XDiavel, Hypermotard, Monster, Multistrada, Panigale, Streetfighter, SuperSport. In 2015, Ducati presented the Ducati Scrambler: a new brand made of bikes, accessories and apparel that stands out for its creativity and self-expression. In 2020, Ducati unveiled the Multistrada V4, the world's first motorcycle equipped with front and rear radar, which with its technology marks a new milestone for the world of two wheels. Ducati iconic motorcycles, together with an extensive range of bike accessories and technical and lifestyle apparel, are distributed in 90 countries worldwide. In 2021, Ducati delivered 59,447 bikes to customers. Ducati competes in both MotoGP and Superbike World Championships. The Company has been racing in the MotoGP category since 2003 and has won the Constructors' World Title in 2007, 2020 and 2021 and the Teams' World Title in 2007 and 2021. Furthermore, Ducati was World Champion in the 2007 season, winning also the Riders' Title. In Superbike, Ducati has won 17 Manufacturer's Titles and 14 Rider's Titles.

# 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

## **!! HISTORIC REGISTRATION !!**

To be eligible for Historic Registration from the Canberra District Ducati Club, you need to attend four club meetings throughout the year and attend four club events. Paperwork for the Historic Club Registration is only processed at CDDC monthly meetings. So if you want your paperwork, please arrange to pick it up at a meeting. To find out more information on historic registration <https://canberradistrictducaticlub.org.au/remind-er-about-cddc-historic-registration-requirements/> and if you need to contact a club registrar, it can be done via email at [historiccddc@gmail.com](mailto:historiccddc@gmail.com).



## **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

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

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