

# Monthly Newsletter



Gennaio 2023

---

Keep up to date at  
[canberradistrictducaticlub.org.au](http://canberradistrictducaticlub.org.au)

## Presidente Rezazione - Ghostwriter

Jan 2023

Greetings All,

Sarge would like to say that he enjoyed his first club ride in almost forever – the January 2023 New Years day recovery ride. Details later in the newsletter.

He most still be in recovery mode and his typing finger must be broken

Ciao

## 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 Coordinator (contact details at end of Newsletter). Don't forget, on all club rides TUFU applies (turn up fuelled 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 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.

### January 2023

Wednesday 18<sup>th</sup> Mid week ride to Gunning, Gundaroo and back to Canberra

Lunch at Gunning

Meet at Coronation Park Yass at 10:00 for a 10.30 am start

Sunday 22<sup>nd</sup> Boorowa / Crookwell

A bit of a run out through some country roads with a stop at Boorowa for lunch. The roads will still be in a state so everyone will just need to ride to the conditions.

Meet at The Baker @ Sutton 10:00 for a 10.30 start.

### February 2023

Sunday 5<sup>th</sup> Mystery Ride – details yet to be confirmed so keep an eye on the club website.

Monday 13<sup>th</sup> CDDC Monthly General Meeting

7:30pm @Harmonie Club Narrabundah. We should be 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.

Wednesday 15<sup>th</sup> Mid Week ride to Young.

Meet at Coronation Park Yass at 10.00 for a 10.30 departure

Saturday 25<sup>th</sup> Batemans Bay for Lunch

Meet at Gunna Do Bakery in Bungendore, 10 for 10.30 start. Lunch at the Boathouse.

***Note this is 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 [ridesddc@gmail.com](mailto:ridesddc@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 Rides**

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.

## **New Years day recovery ride**

*Craig Evans*

We had 21 bikes front up for the New Years Recovery ride, with a couple of pillions thrown in for good measure. Once again the weather gods gave us a great start for the year – perfect weather for a cruise through the countryside to welcome in 2023.

The ride route was set the same as last year's ride – the aim for this year was for everyone to do the same ride! To cut a long story short everyone made it around the same course and apparently without issue – no mean feat considering the condition of the roads at the moment.

Thanks to Rod for leading – and doing his homework by doing a reccy the day before to see where the worst bits of the road were. Thanks also to Michael for being Tail End Charlie and shepherding the group to the George Harcourt for lunch.

It was good to see a mix of new and old faces on the ride and for lunch afterwards. Hopefully a good omen for the year ahead.

Hope to see you out on the next ride.



Some of the pre-ride gathering

# November Rides

## The Phil Goldacre Memorial Ride – 12/13 November

*Craig Evans*

Grant – Darmah

Michael – R65

Angelika – DR

Rod – SP2

Ross – 959

Taso – Pantah

Bryce – Strudel

Rhys – Avis Strudel

Alan – 848

Nigel – 1198

Leigh – Strudel

James – Africa Twin

Craig – Tiger Cub

Deb – Support Vehicle

Our traditional overnighiter to Khancoban – except this year we go lost on purpose and ended up at Corryong. It was great to see so many come out for the weekend, particularly given the weather outlook. As it turned out no Ducati's melted in the rain that eventuated on the return trip on Sunday.

Saturday was fine and sunny – for a change – and the run over the mountains was as usual, worth the ride. I think everyone was relishing finally getting some riding in good conditions – and on a great road. As with most rides at the moment you had to keep an eye out for the road conditions, but generally they weren't too bad.

Lunch was had at the pub in Tumut before heading off to Tumburumba for a quick fuel stop – and a quick rain shower – before heading to Jingelic and a run along the Murray to Tintaldra. There was an unscheduled pit stop at the Tintaldra Hotel, but no harm done and it was good to see the pub open after so many times passing through and seeing it dormant. From there it was a short ride to Corryong and our respective hotel's for the night.





Unscheduled stop at Tintaldra.

Dinner was at the Corryong Hotel and considering the chats and general noise it looked like everyone had had a good day.

The promised rain arrived at about 5 am – apparently there were some unsubstantiated witness reports of some big guy doing some sort of dancing in the dark outside their motel room while having a smoke, fact or fiction? Who knows. Anyway the rain had pretty much moved on by the time we were getting ready to head off to Khancoban for fuel and breakfast – after all, we had to have some connection to Khancoban for this ride!

The roads were wet and a little sketchy over the Alpine Way, but it was still an enjoyable ride – just different. By the time we arrived at Wild Brumbies for a relatively early lunch the rain had stopped and the roads were dry all the way home.

Thanks to all who were able to make it on the ride, and thanks to Deb for following us around all weekend carting people's gear – and being there just in case – much appreciated.

A couple of things to note from the ride

1. V4 SP2's do get ridden and at least one of them has been ridden in the rain. I think there was a strongly worded letter dispatched from the SP2 Owners Club HQ on Monday giving a particular owner a stern warning that continued breaches of SP ownership would not be tolerated. I can't verify, but reportedly the reply went something like – 'SAF, you're dead to me'.
2. Due to a bit of an issue with remapping a bike that in the end didn't need mapping, so they could go on the ride a certain ex president of the CDDC was re-acquainted with an old bike they once owned. While it looked like they had a

great weekend, they did seem to have issues trying to find the 'Rain' mode when it got wet, there were also comments about the quick shifter not working properly! Needless to say they were not bitten by the classic bike bug and was looking forward to their regular bike's return.

## Trunkey Creek – 27 November

*Craig Evans*

Leigh – Strudel

Bill – V4 Strudel

Bryce – Strudel

Mick – MHE Mille

Rod – Panigale V4 SP2

Rhys – Monster 1200

Craig – Panigale 959

Doug – BMW Strudel

Another pleasing turnout with a good variation of bikes, from run of the mill SP2's all the way up to a 959! (Hang on did I get that right? – um, yep). It was also another fine Sunday – haven't been able to say that much this year! After totally rejecting any notion of a ride briefing – other than we'll stop at Crookwell for fuel and the pub is on the left in Trunkey Creek – we set off on our quest to miss as many potholes as possible.

The run out to Crookwell is always enjoyable and is a great piece of road, even if it is a little rough at the moment. It just means you have to dial it back a notch or two. There was a slight mishap with the Mille on the run into Crookwell, it's headlight rattling loose on the bumps and deciding it wanted to go no further. Not sure if Mick will be doing that road again.

If the run to Crookwell is good, the run to Trunkey Creek is even better, and given the general state of roads at the moment, the road is mostly in a better state as well – which just adds to it. Thankfully no one got lost in Trunkey Creek, with everyone finding the pub. The food was good and the drinks were cold.





### Trunkey Creek and the custom MHR

The return trip was just like the ride out, except in reverse. No more issues with bits falling off and in general a good day out. I think I'll be scheduling this one again, so if you missed it this time, keep an eye out for the next one.

## **Use it or lose it!**

*Grant Fuller*

The Club had a ride on December 27 for bikes pre 1990, with a particular focus on the Pantah range.

It was a good turn out on the day and great to see a couple of bikes that hadn't been on the road for a number of years.

All unused machinery suffers and deteriorates from sitting unused and our Ducati motorcycles are no different. Seals, O Rings and Gaskets all dry out and shrink from lack of use, causing leaks or failure of components.

Brake pistons seize in their bores, carburettor jets get blocked, fuel taps seize or leak, and the list goes on. Just from not being used.

When we have a bike that's not used and suffers from some of the items listed above, we are less likely to want to use it. But if we do use it, many of the failures will not occur and sometimes can even cure themselves. Also, if we use our bikes, we are able to keep an eye on items that do require attention, and get the issue rectified.

A common item that suffers from lack of use are the oil feed and return O rings on both bevel and belt drive Ducati's, these dry out and shrink with lack of use. This causes oil to weep and deposit on the crankcase or in worse case all over the engine. However, a leaking O ring will soon soften and start to seal again after possibly as little as 30 to 40 kilometres.

An example of what I am talking about occurred on the ride. One bike which had not been regularly used had travelled possibly 4 kilometres from home and had an oil leak. We suggested that the rider keep an eye on it, but more than likely it would stop leaking as the ride progressed. This was exactly what happened.

Many of us have owned these bikes for many years and in the past we road our bikes for many hundreds of kilometres on a club ride or to a rally or event. So why should we think that today they are less capable of doing similar distances. Most have upgraded or modern ignitions fitted, which was a concern with many early model Ducati's. We now have modern compound tyres available, same with brake pads.

On last years, Khancoban/Corryong ride we had 3 historic registered bikes on the ride. All 3 performed faultlessly all weekend and travelled along with the rest of the group.

So don't come up with reasons why you shouldn't be riding your older bike. Come up with reasons why you should! There are plenty of rides catering for these bikes and lots of knowledge and support available within the Club for them as well.



## **Editor's Note**

*William Campbell*

By now you may have noticed a change in format of the newsletter-only because of expediency club members. In the new year things should be back to normal, and hopefully, more timely.

## Altre Notizie – Other news

### **CDDC SUPPORTERS**

These are the businesses that support the club through donations, discounts: **Belt & Bevel, TeamMoto Canberra, 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)



## 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.

### **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.

### **Canberra Motorcycle Doctor**

<https://www.canberramotorcycledoctor.com/>

Doc has been working his Ducati magic for years

Fyshwick – 0477 366 082

Unit 3/100 Maryborough St Fyshwick 2906

### **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.

PO BOX 1282 CANBERRA CITY ACT 2601  
[www.canberradistrictducaticlub.org.au](http://www.canberradistrictducaticlub.org.au)



## The Committee

Supporto Principale President	Ken (Sarge) Purbrick	0414 569 626	<a href="mailto:presidentcddc@gmail.com">presidentcddc@gmail.com</a>
Basamento Vice President	Rodney Hood	0402 833 620	<a href="mailto:vicepresidentcddc@gmail.com">vicepresidentcddc@gmail.com</a>
Triple Clamp Secretary	Craig Evans	0418 118 165	<a href="mailto:secretarycddc@gmail.com">secretarycddc@gmail.com</a>
Tappo del serbatoio Treasurer	Julian Lowe	0476 787 418	<a href="mailto:treasurercddc@gmail.com">treasurercddc@gmail.com</a>
Pastore Membership	Julian Lowe	0476 787 418	<a href="mailto:membershipcddc@gmail.com">membershipcddc@gmail.com</a>
Mettere in Mot Ride Co-ord	Craig Evans	0418 118 165	<a href="mailto:ridescddc@gmail.com">ridescddc@gmail.com</a>
Ufficiale pubblico Public Officer & Privacy Officer	Taso Samios	0406 376 925	<a href="mailto:my749r@bigpond.com">my749r@bigpond.com</a>
Merce/insegne reali Merchandise/Regalia	VACANT		<a href="mailto:regaliacddc@gmail.com">regaliacddc@gmail.com</a>
Bevel Padrone ACT & NSW Historic Motorcycles Registrar	Grant Fuller	0422 677 155	<a href="mailto:historiccddc@gmail.com">historiccddc@gmail.com</a>
Fuel injection mapping	VACANT Interim: Michael Fuller	0408 223 069	<a href="mailto:webmastercddc@gmail.com">webmastercddc@gmail.com</a>
Web maestro Caporedattore Editor	William Campbell	0481 586 961	<a href="mailto:editorcddc@gmail.com">editorcddc@gmail.com</a>
Quartermaster/ Property Officer/ Social Secretary	Alan Beavan & Janine Wilson	0428 281 806	<a href="mailto:neweagle@bigpond.com.au">neweagle@bigpond.com.au</a>

Postal address: CDDC PO Box 1282 Canberra City ACT 2601