

Monthly Newsletter



Febbraio 2023

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Presidente Rezazione

Feb 2023

Greetings All, my apologies for missing the last newsletter, I think I got myself slightly mis-cubobulated over the festive season (that's my excuse anyway).

Contrary to popular belief I am not losing it and yes I have now successfully completed two (yes two) club rides this year on the Diavel, although most of that was looking out for stalking assassins. I will say one thing for the unusual weather we are having this summer, it makes for good riding, not too hot.



I know I said at the last meeting that I would send out details of a first aid course last meeting and as yet I have not. I plan to have a selection to choose from at the next meeting (hopefully).

DCO has announced the opening of this year's DOC affiliation process. Although it is an individual decision of members to connect to DOC or not the club at this stage will continue to be affiliated, especially after the work put in by club member Hoppo (Steve Hopkins) several years ago and in accordance with the majority vote conducted back in 2018 (I think). I acknowledge that we in Australia are far removed from the DOC activities in Europe but now that we have Ducati A/NZ based in Sydney I am sure that we will be able to enjoy more local support. To date Ducati A/NZ has supported the club with raffle prizes and we enjoy very good support for the Superbike and GP events at Phillip Island. I honestly believe that things will get better as time goes on.

Speaking of things getting better, I was visited the Team Moto Ducati display area and was pleased to see that the upgrades that have been in the pipeline are nearly completed and the area is looking better. Jeremy (the principal dealer) was telling me that they are getting a new Ducati technician soon and Ducati A/NZ are commencing technician training in Sydney. They also have a number of Ducati Demo bikes available, I'm hoping to take V2 Streetfighter for a test ride, just because I can.

I know many of you will have Q about the extra ordinary vote coming up in March. The change of name is only going to affect our registered name on the incorporation register, we have no intention of changing the day to day naming. It is unfair, I agree. I have requested a dispensation to retain

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our current name but it has gone unanswered. If the dispensation is granted then I will not submit the application for name change, if it is agreed.

Ciao

Sarge

VP Dribble #1

This is my first submission to the newsletter since taking over as VP. Simply put I really didn't have anything to say that would reach the level of quality of this fine newsletter so I didn't. Firstly, I would like to thank the outgoing VP (Al Beavan) on his contribution to the club whilst in the VP position.

I have been talking to people about riding with the roads in the condition they are in. Most don't want to ride but if you're going to wait until the roads are fixed you might as well sell your bike.

I have still been riding a fair bit so thought I would share some of the things I have found.

- Shorten your riding days – You need to spend more time studying the road to find the holes. This can make you more tired riding as you can't switch off at all so it's best to not ride as far in a day.
- Back off speed – It can be difficult to see the holes when you are doing "CDDC speed". Drop the speed just a tad and you will have more time to see the holes and avoid them.
- Back off from bike in front – On normal club rides the pack tends to ride nose to tail. If you can't, see the road then chances are you will be in the holes before you can even see them. I have found 50-100 metres gives you good visibility of road. If someone leaves a gap so that they can see the road don't fill it in with your bike. They are probably still going the same speed as the bike in front so unless you are doing it to become ride leader and will continue passing bikes don't fill their hole so to speak. It can make it difficult to pass trucks and caravans keeping distance as you need to hang back and wind it up fairly quick, so you don't put yourself in danger of falling down holes.
- Least preferred (by me) option is to buy a Triumph Tiger. Other club members seem to think this is the way to go but I'm not convinced.
- I can't believe I'm going to say this but riding whilst it is raining is probably not such a good idea now. When the rain is falling it tends to disguise the potholes making them virtually impossible to see.

Be cautious out there unless you want dented rims or in my case shattered rims (Carbon fibre rims – good and bad) and you can still enjoy riding.

On a more concerning note, for the club, I think the President has some problems. I say this in all seriousness as I have seen him on two club rides with his Diavel before the second week of February has gone. This is unheard of in the history of the club as it normally takes two years for him to rack up that number of rides. Clearly, he is suffering from an affliction that has changed his behaviour completely. To try and get him back to health I have been giving him lots of hugs and asking if he is alright (he loves it). The club members should continue this treatment at all possible opportunities to see if we can nurse Sarge back to health. Failing this treatment, we may need to have him committed, euthanised or assassinated.

Remember if it's not raining – it's not riding.

Rod

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 favourites and with one click you will have the latest info.

February 2023	
Sunday 5 th	Mystery Ride – details yet to be confirmed so keep an eye on the club website.
Monday 13 th	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 th	Mid Week ride to Young. Meet at Coronation Park Yass at 10.00 for a 10.30 departure
Sunday 26 th – Changed!	The Loaded Dog A bit of a different ride for those not able to go to the island for the WSBK round. The ride will go from Sutton to Tarago, via Grabben Gullen. Yes a little different, but change can be a good thing (every now and then...) Meet at the Little Sutton Bakehouse 10 for a 10.30am start.
March 2023	
Saturday 4 th	Bevels to the Bay Time to dust off those Bevels – or any other Ducati for that matter. Hopefully by March the Xmas and School Holidays rush should have well and truly passed. Meet at the Gunna Doo Bakery in Bungendore, 10 for a 10.30am start Note – this as a Saturday ride.
Tuesday 14 th	CDDC Monthly General Meeting

	<p>7:30pm @Harmonie Club Narrabundah. This month we'll be in the Boardroom – that's through the auditorium, down the stairs and towards the back of the building.</p> <p>Meeting starts @ 7.30 – eats from 6:30 for those who want to grab a meal before the meeting.</p> <p>NOTE – this is a Tuesday Night meeting due to the Canberra Day long weekend.</p>
<p>Friday – Sunday 24th - 26th</p>	<p>Peter Yeend Memorial Ride – aka The Harrierville Ride</p> <p>Once again we are at that time of year – Harrierville. For those who have been around a while, you'll know what the ride is all about and all you need to do is book.</p> <p>For those who are new to the club – Harrierville is a small town that sits at the bottom of Mt Hotham that we ride to each Autumn. It's a 3 day 'overnighter'. Day 1 (Friday) is the ride down, Day 2 (Saturday) is whatever you want it to be – rides, relaxing, wineries, or a combination of each, Day 3 (Sunday) is the ride home. The ride takes us over some of the best riding roads in Australia.</p> <p>Historically we have stayed at the Snowline Hotel (03) 5759 2524, but in recent times there has also been a contingent staying at the Harrierville Hotel Motel (03) 5759 2525. The choice is yours, all you have to do is make your booking.</p> <p>I am anticipating we'll have a support vehicle – I'll confirm that closer to the date</p> <p>Meet at the Ampol Hume Friday morning (it's the same meeting as before, it's just now an Ampol instead of Caltex) 8.00 for an 8.30 am start.</p>

Important note concerning the Peter Yeend Memorial/Harrierville Ride

The club is looking for someone (or ones) to drive the recovery vehicle. If you'd consider doing this, please contact Il Presidente – presidentcddc@gmail.com



Note: 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. 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.

Twenty Twenty-Four Tassie Tour 9th March – 24th March 2024

Looking for expressions of interest for the 2024 Tassie tour. EOI to be submitted to Rodney.hood@essentialenergy.com.au by **31st March 2023**.



This will be a 16-day event.

- 9th and 10th March – Travel to Geelong.
- 10th March - Night Ferry from Geelong to the Island.
- 11th – 21st March – Travelling around Tassie
- 21st March 2024 - Night Ferry back to Geelong
- 22nd March 2024 – Ride to Harrietville for Peter Yeend Memorial ride.
- 23rd March Harrietville rest or ride day.
- 24th March 2024 – Return to Home.

The plan in Tassie is to stay at 3 or 4 locations so we can ride the good roads without being burdened with luggage rather than a daily point to point ride. Accommodation will be shared cabins unless you want your own room. If a support vehicle goes it will be for luggage carrying and less about bike recovery.

Ferry price is approx. \$240 each way plus any cabin costs you may want. This can vary between \$169 for 4 berth (cost shared between the 4) cabin to \$499 (Big bed for couple or 1) for a flash one with a double bed.

So rough cost will be about \$2200 (rough guestimate so don't hold me to it) plus fuel and food and Bourbon.

In your EOI can you answer the following questions:

- Are you bringing a pillion?
- Are you self-sufficient or do you need a support vehicle to cart you gear?
- Are you happy to share rooms or do you want your own?
- Are you happy to share a berth on the ferry?

Given how quickly the ferry gets booked up you need to express your interest really soon and money may have to be collected to book ferry.

Mid week ride

Craig Evans

Jan 18th

Waji – SP2

Leigh – Strudel

Kim – 750GT

Craig – Tiger Cub

An eclectic group of bikes turned out for the January Mid-Week Ride to Gunning on a picture perfect summer's day. In the absence of our distinguished mid-week ride leader, Grant, we made a plan – which came to nothing – in the end it was maybe plan C that ended up being the ride.

We set off from Yass with the aim of getting off the highway as quickly as possible on the way to Gunning for a coffee/lunch. Turning off through Jerrawa and Dalton, it wasn't long before we were in Gunning – way too early for anything like lunch. We hatched a new plan to go to Gundaroo for lunch. In no time at all we pulled up in Gundaroo – nothing open for lunch mid-week.

Plan C was to go to Eagle Hawk for lunch. Never been to the pub at Eagle Hawk – the food was pretty good and it was great sitting outside in a shady spot. Most enjoyable having a little ride, a relaxed lunch and a bit of a chat and then home for the afternoon.

Boorowa – Crookwell

January 22nd

Craig Evans

Rod – SP2

Waji – SP2

Rhys – Monster

Mick – Monster

Julian – Strudel

Leigh – Strudel

Bryce – Strudel

Mark – Scrambler

Kim – 750GT

Frank – Bayliss

Craig – 959

This ride was always going to be a challenge – not so much the riding, but finding suitable roads that don't shake sports orientated bikes to bits – or their riders – that aren't full of pot holes and aren't too boring. Anyway for better or worse I decided on this ride.

It was very satisfying to see a well-attended ride and hopefully this ride hasn't scared too many people off club rides. We set off from Sutton for Binalong – but as the Murrumbateman road is still closed we had to divert down Nanima road which added a bit of extra highway riding – which is really exciting on a 959! Before too long we on to Binalong and turned off towards Boorowa and lunch at the pub. We've stopped here a few times now and there doesn't seem to be any complaints – which is good.

There were a few comments about the bumpiness of the roads to Boorowa, which did not bode well for the intended ride home via Crookwell. As anyone who has ridden that road knows it is not the smoothest surface at the best of times and given roads in general at the moment it surely would not have improved – but we'll come back to that.

Of a more pressing nature was the weather – it seems everyone's weather app said that we would be getting wet unless we headed home via Yass immediately. So a few hardy souls decided to push on to Crookwell while the rest (maybe the intelligent ones) decided to go home via Yass.

Very surprisingly the road across to Crookwell was in pretty good condition for the most part. It looks as though they are doing a lot of overdue repairs to the worst bits of that road. If they keep that up there will be many more good bits than ordinary bits – here's hoping. It was along this stretch that it started to rain – more drizzle really – not really enough to warrant stopping and doing the 'condom dance' – as described by those belonging to the 'Big R' club. Maybe not the best decision on my part. Regardless of the conditions it was still a nice ride into Crookwell.

We regrouped at the servo at Crookwell – and it was suggested maybe now was the time to do the condom dance – I know I declined – maybe not the best decision number 2. The ride out of Crookwell was spirited as usual and going pretty good until the big dark cloud looming in the distance became the big dark cloud overhead – and dropped its load on as just as we turned down the hill for Gunning. I don't think I have ridden in rain that hard ever. I literally could not see where I was going – added to the previous bad decisions I was now soaked through – even my boots were full and they were under my cuffs! By the main street I'd had enough and knew I had to get off the road before someone ran over me. There was nothing for it but to find a shop awning and park under it on the footpath. I was soon joined by Leigh – who was intelligent enough to have put his wets on. We stood there and watched the main street of Gunning quickly become a small stream as the water filled the gutters to footpath level.

The ride home from there was not the best – soaking wet and the road covered in varying amounts of water. It was kind of everyone for themselves for the most part as people tended to go when they felt the rain had eased enough. Perhaps I should have waited longer. Maybe due to the conditions and maybe due to just bad luck I ended up hitting three large potholes I didn't see until the last minute and unfortunately one did enough to bend the front wheel – at least not enough to deflate the tyre. A bit of a bugger – but shit happens when you do stuff – sometimes you just have to take it.

Luckily everyone got home safely – and there were no other reports of potholes and bent wheels.

A footnote to this story – A call the Alderton's in Smithfield had me dropping off the wheel to them and they turned it around within a week. It is now with Redback for painting. Talking with Paul from Redback he is able to offer a 'one stop' fix for bent wheels – if anyone is unfortunate enough to need it. It's worth mentioning that for some reason both Alderton's and Redback are quite busy fixing bent wheels at the moment!



The ride group at Boorowa before going our separate ways.

Lake George Hotel

February 5th

Craig Evans

Leigh – 750SS

Rod – SP2

Sarge – Massey-Ferguson

Bryce – Strudel

Mick – 996

Craig - Tiger

Considering my stuff up with advertising this ride I was surprised that I had so many turn up. It was another picture perfect day for a ride – sunny (sorry Rod) and low 20's – doesn't get any better.

The ride was just a back roads loop to end up for lunch at the Lake George Hotel in Bungendore. Nothing too difficult, setting off from Sutton along the old highway, crossing over to go down

Smith's Gap and on to Bungendore. Turning left we hit a few bits of road works before turning on to Collector road and out to Wakefield, more road works. Sad to go past a disused racetrack, worse when it's local. Because of the road works between Tarago and Bungendore we decided to head down to the Kings Highway for the run back into Bungendore and lunch at the pub. We had a nice chat sitting outside and that's about all I can say for the venue.

In the end an uneventful ride – no bent wheels this week – lots of road works happening around the place, which hopefully means the roads are on the mend.

Hopefully see you out and about on the next one.



A couple of interesting bikes at Sutton for the start of the ride. Even if you aren't going to go on the ride, it's worth coming out for a coffee and a chat.

What is a really practical component not fitted to modern motorcycles?

Grant Fuller

Many of us would remember seeing or even possibly owned older motorcycles fitted with fully enclosed secondary chain cases.

Primary drive chains for many years were enclosed in either a cast alloy or pressed steel chain case, but in the 1950's many European manufacturers started producing machines also fitted with a fully enclosed chaincase for the secondary chain.

Yes, it added a few hundred grams to the weight of the motorcycle, but the benefits greatly outweighed the addition. The chain stayed completely clean, the lubricant stayed on the chain as it wasn't washed away by rain or water, and because of this, the chain lasted for many years, and in some cases on the lower capacity machines a chain could last for the life of the bike.

The first of these chaincases were made from pressed metal, but later ones were basically flexible rubber square section tubes connect at each end to either a pressed metal or cast alloy cover



Reminder to Club Members with Historic/Concessionally Registered Vehicles

Historic Motorcycles Registrar

Over the Christmas period Police in the Wagga area were stopping Historic/Concessionally registered vehicle to check for Usage and Logbook compliance

This comes as a timely reminder to complete all necessary Logbook entries, as this is a legal requirement for registration.

ACT registered vehicles require an entry to be made every time the vehicle is used.

MotoGP

William Campbell

The first test of 2023 has been completed, and Ducati must be happy. Four of the top five on days one and three were Ducati's, but on those two days, it was the GP22 of the two Mooney VR46 Ducatis—one each to Luca Marini and Marco Bezzecchi. Top hours on day two went to Jorge Martin on the GP23.

Not a lot can be read into testing days, but as has been the case in the last few years, the times are very tight. The next test is scheduled to start on March 11 at Portimao, before the season proper gets underway on March 26, also at Portimao.



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

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

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.

The Committee

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