

Monthly Newsletter



Marzo 2023

Keep up to date at: canberradistrictducaticlub.org.au

Presidente Rezazione

Mar 2023

And all of a sudden summer has ended, did we actually have a summer or just a long warmer spring. Anyway, it's over apparently. I have had a very busy February, multiple meetings with the east coast DOC presidents (more on that shortly), test riding some new Ducatis and checking out the new Ducati area at Team Moto.

First off the bikes, I have had the chance to test ride the new V2 Streetfighter and the Panigale V4R. The Streetfighter is a delight to ride with a very slight forward lean to the bars, take off was ok but I think the bike was in tour mode rather than sport, I honestly didn't check. Once rolling the throttle was very responsive and revved through the range nicely with a very spirited result for around town 😊, speed, who me, never! I want one! The Panigale...wow what an awesome machine. Everything about it is like WOW, unfortunately I could not live with one as the forward lean is a bit too much for this ageing frame, but I get it.



Due to the rather silly regulations Ducati is trying to impose on the world wide Ducati social clubs the east coast of this fine country have formed a bit of an alliance, the presidents of DOC QLD, DOC North Coast, DOC NSW, DOC VIC and yours truly have all signed a letter sent to the marketing manager of Ducati stating that we cannot sign the affiliation documents as they currently stand, however we are open to further negotiation. No reply as yet.

Ducati has been spending up big and upgrading their display areas in a number of stores. Team Moto has been revamped and although not quite finished yet the upstairs area is looking better, the service area has new signage as well but you cannot see it from the service area. Team Moto is

also about to get a new principle dealer so we may see some changes. They are our local dealer and I don't think we should write them off on old rumours.



Whilst the club was enjoying the Bevels to the Bay run I nicked out to Grenfell for the annual Grenfell Goannas RLFC Poker Run. I rode over with several mates on Friday for the run on Sunday, 263 entrants, yes many were Harley Bearables but there were four Ducatis as well as a number of sports bikes. I have never ridden the Diavel at those speeds for that long, I'm still grinning, shame the roads were so bloody rough. I lost my side numberplate and mount, one friend ran out of fuel about a klick from the end and another suffered a flat on the second last leg. The lucky door prizes were great and the raffle was huge with many happy souls at the end of the night. The Grenfell community was right behind the event and we were all made very welcome by the locals. A great event.



As the weather starts to cool we have some great events coming up, the Peter Yeend Memorial run and Autumn Leaf Rally to name a few. Hope to see you on the road.

Ciao

Sarge

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.

March 2023

Tuesday 14 th	<p>NOTE – this is a Tuesday Night meeting due to the Canberra Day long weekend.</p> <p>This meeting is to cover off on possible new club name, if Ducati persists with enforcing a name change to our club.</p> <p>The proposed names are;</p> <ul style="list-style-type: none">• DOC Canberra District• Italian Motorcycle Club of Canberra (IMCC) <p>Extra Ordinary meeting is starting at 7.30pm 14th March 2023. There will be a vote at the completion of the meeting, on the name.</p> <p>The normal monthly meeting will commence after the Extra Ordinary meeting, around 8pm.</p> <p>The meeting location is in the club's Boardroom. If you haven't been there before, please just ask a staff member directions.</p>
Friday – Sunday 24 th - 26 th	<p>Peter Yeend Memorial Ride – aka The Harrietville Ride</p> <p>Once again we are at that time of year – Harrietville. 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 – Harrietville 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 Harrietville 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>
<p>April 2023</p>	
Sunday 2 nd	<p>AUTO ITALIA 2023</p> <p>Queanbeyan Park</p> <p>Cars and bikes arrive from 8 am, spectators from 10am – 2 pm</p> <p>The club has no official presence this year. This is for your information.</p> <p>Cars and bikes arrive from 8 am, spectators from 10am – 2 pm.</p> <p>More details: https://www.autoitaliacanberra.com/</p> <p>Get your event tickets here: https://www.ticketebo.com.au/auto-italia/auto-italia-2023</p>
Monday 10th	<p>CDDC Monthly General Meeting</p> <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>

Important note concerning the Peter Yeend Memorial/Harrietville 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 ridescddc@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.

MotoGP Tipping is back

- We are only tipping on the Sunday race, not the sprint race on Saturday.
- Please let me know if you're in this season.
- First Race is Sunday March 26 at 12:00AM AEST- Algarve International Circuit, Portimao, Portugal
- Try and rustle up some of your friends, the more the merrier.

All the best for the coming season.

Jeff



Tipping Rules

Hi and welcome to the MotoGP Tipping Competition. This provides some info about the competition— how the scoring is done and some basic rules. Hopefully it will promote dissent, sledging and a few arguments.

Scoring for Each Race

Points are allocated as follows:

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- One point for any rider you nominate who makes the podium, no matter what position they fill. For example, if you nominate someone to come first but they end up third, you get a point
- Additional points are allocated on a 3, 2, 1 basis for the riders you pick in the correct position on the podium. If you correctly pick the winner on the top of your list, you get three points. Pick third and you get one.
- Pick the podium, but out of order you will receive a 2 point bonus.

So the maximum points you can get for a round is 9 – one for each rider you picked to make the podium (dot point 1) and a further 6 for picking all three on the podium in correct order (dot point 2)

Points accumulate over the year and the person with the most points at the end wins.

Rules

- Entry fee is currently \$20 for the season. Payment can be made to me at club meetings ,rides etc or transfer to Jeffery Piper BSB:012084 A/C 228321046 .REF cddctipping and your name.
- At the end of the season the prize pool will be shared as set out. 20% to CDDC, 40% 1st place,25% 2nd place 15% 3rd place.
- Selections for each race must arrive with me at least one hour before the originally posted start time. If there is a delay (e.g. rain), the original entry time remains. This is usually 9pm Sunday (AEST) for races in Europe
- Tips can be texted to my phone – 0415975960, or to cddcmotogptipping@gmail.com. No other form of entry is acceptable. You must state clearly the location of the race, and your order e.g.:
 - “Mugello, 1 Dovi, 2 Rossi, 3 Rins”
- Tips can be amended once before the closing time but it’s your responsibility to make it clear you’ve changed your tips
- If you don’t get your tips in for a round, I shall use the last lot you lodged without amendment.

End of Year

- Most points win
- In the case of a tie, a winner will be decided by a countback (for ONLY those who tied) to identify most correct first place tips. If still tied, countback of second places, then thirds will occur. If still tied, prize money will be divided equally
- No last prize money, never ever!

Complaints

- All complaints about scoring must be lodged in triplicate at an address to be provided on application within three hours of results being published. At that time, they will be ignored in order of receipt

Track Day at Pheasants Wood

Grant Fuller

March 1 saw the Belt and Bevel, Knuckles Restaurant Honda 150 taken to a track day for testing of suspension, gearing and fine tuning of the carburettor.

Many people may not know the Pheasants Wood Track or those that do feel that it is too small and tight for serious use, but on the day, there were two 1098 Ducati's along with an 848, a couple of CBR1000RR Hondas, a few large capacity Kawasaki's, and an inline BMW.

Also in attendance was former World Superbike Champion, Troy Corser, on a Yamaha R3.

Good weather greeted us at the track, and it is a very relaxed atmosphere. Well run, with all attendees made welcome. A BBQ lunch was also catered for.

Michael had purchased a range of Keihin jets for the carburettor, as the bike is fitted with an aftermarket muffler. Also fitted for the day was a Lambda sensor in the header pipe, in conjunction with a digital display temporarily mounted on the headstem, so that Michael could observe the readings at various throttle openings. An air density gauge was also used on the day, to establish a baseline for jetting, so that come race day, the correct jets can be fitted prior to the bike being started.

We had gone to the track with a number of things to be tested, but also to bed in new items fitted prior, such as new brake pads front and rear. Along with a new race chain. The new race chain along with removal of oil seals on the axles allowed the wheels to spin beautifully with next to no drag.

Michael had also decided to adjust the position of the clip on handle bars, to give better leverage and also feel. This proved very beneficial, as the bike now steered better and felt more comfortable to be on.

The Lambda setup confirmed that jetting was rich on the main, and the mid-range also needed some attention. A drop in main jet and a repositioning of the needle soon had that sorted, and the bike now was responding much better, with more top end and punch out of the corners. An interesting result of the correct jetting was the need for a gearing change, so this was next on the list.

The Lambda and display were removed once we were satisfied with the carburettor settings, as it was a distraction that didn't allow concentration in corners allowing for setting of quick lap times.

As the bike is involved in Endurance Races, it was decided that over the next 3 sessions we would carryout fuel consumption testing and calculations, knowing that during a race, refueling would be required. Over the 3 sessions we calculated that we were using on average 72.6 millilitres per lap.

Talking of lap times, we had improved by nearly 4 seconds a lap from our last track test day.

The first race of the season is at Pheasants Wood on Saturday 15 April.



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Michael about to head out onto the track. Troy Corser is second bike from the left

Changes to ACT CRS (Historic club) registration

Historic Motorcycles Registrar

The changes to ACT's CRS are to be implemented on 3rd April 2023.

Log books will now be available from Access Canberra offices from the 3rd April – the date for implementation of the new rules. Do not go to Access Canberra for a log book before this date!

The Logbooks will cost \$12 each, are valid for five years, and are issued to each CRS vehicle individually. If you have two CRS vehicles you will need two logbooks, one for each vehicle.

To obtain a logbook you will need an ACT Driver licence and a current club membership card issued by the CDDC. Being able to produce proof of ownership/registration papers for the vehicle when collecting the logbook is also recommended. For the logbook to be valid to use for the 60 days, it must first be signed by the CDDC Registrar.

Please note: you are not required to apply for the new logbook for your CRS registered vehicle(s) immediately. You can elect to wait until your registration is due for renewal and collect the logbook then. However, if you do choose to delay, you will continue to operate under the "old" rules for CRS (The personal log book and 40km radius). The new rules (e.g. 60 days free use) will not apply until a logbook has been issued to your vehicle and signed by the club registrar.

There are 4 points that are required for your registration to be valid (under both the old scheme, and new). If any of the below is not completed/ lapsed, then your vehicle is not registered and must not be used on the road.

The CDDC is affiliated with the combine council (This is the club's duty, and the CDDC Secretary and Registrar stay on top of this)

Your CDDC membership is paid and valid (this is on YOU to ensure you have valid membership)

Your log book is completed before the trip you set off on. (In Pen, not pencil, before you start the trip. Every single day of use is one entry into the log)

Your registration fees are paid to the ACT Government (Access Canberra)

There is also a new category for Historic ACT vehicles, which is for modified vehicles (think Harris framed TT2 etc.). Contact the registrar directly if you need more details on this.

If you have a registration renewal coming up, please make sure you leave yourself enough time to see the club registrar at a CDDC meeting to get your renewal paperwork (and logbook signed). Registrars were also reminded to pass onto members that this is not cheap registration, this is club registration to assist people to enjoy their hobby, don't abuse the system.

We are keen to see more bikes on historic registration with the CDDC and there are lots of exciting bikes coming of age, think 916, 748, Monster, belt Supersport etc.

Questions should be sent through to historiccddc@gmail.com

Membership questions go to membershipcddc@gmail.com

MotoGP Day 1 of the final test

William Campbell

Francesco Bagnaia riding the Ducati GP23 finished Day 1 at Portimão where he left of last year-in first place. Second place went to Luca Marini on the GP22, ~ two-tenths of a second off of Bagnaia's pace. Luca was top time setter in Sepang five weeks ago as well. Definitely one to watch.



What a nice race number!

Third place went to the fastest Aprilia RS-GP23 rider-Maverick Viñales. The other Italian bikes put on a good showing with three bikes in the top 10. The other talking point about the Aprilia's was their fork "wings"



Aprilia wing on the lower fork leg with carbon brake disc

The other Marquez brother-what's his name?-was a revelation. Álex Márquez was running third in the order before being pipped by Maverick. At least one of the Márquez brothers is happy to be on a Ducati (GP22).

Jack Miller (KTM RC16) finished 16th, one place behind his new team mate Brad Binder. Qualifying pace has not been KTM's forte, but comments on Miller's Facebook page indicate that KTM weren't ready to go all-out on the first day of the test.



KTM gives you wings?

The season proper gets underway on March 26, also at Portimão.

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.

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