

# Monthly Newsletter



May 2023

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## Presidente Rezaione

May 2023

Hi All, May is upon us and the whimps are putting their babies to sleep for the colder months while the more hardy just put more clothes on and turn on the heated accessories.

In relation to affiliation with DOC the 5 Eyes group (Presidents from DOC QLD, DOC NC, DOC NSW, DOC Vic & CDDC) are still in contact with DOC Italy and we are still hopping to come to an amicable arrangement but nothing of importance to report at this time.

The Autumn Leaf Rally was held last weekend and as usual the CDDC Latte Sipping Catering Division was in attendance to keep the party animals hydrated and fuelled. I rode in on Friday afternoon after enjoying a nice dry ride down the Doom Highway and managed to setup camp before the rain set in. I have to admit that I prefer to get to the rally via Wee Jasper however I am tired of blowing the fork seals on the GTR caused by the rough road.

Friday night was fun catching up with friends I haven't seen for a while now and the rain wasn't that bad. Having said that we did have one really good downpour with what looked like a huge willy willy forming ahead of the rain front. Some of the footage captured on phones was quite awesome.



Who me?

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Saturday saw the CDDCLSCD show up around 1030 and after the usual smooth set up (Haha) we were ready with the first customers getting fed just before mid-day. This year the crew consisted of stalwarts Taso, Al & J9, Michael & Reg, Rod (the Hood), Mr Fuller (Snr) and Rosco with some assistance from Dieter and yours truly. As I'm sure you are all aware I am there for moral support and assisting by getting in the way, and keeping the lid down on the yellow ice box.



The trailer wheel is off an aircraft

Although the sales were a bit slow to begin with things soon picked up and we had a steady flow of customers until the team ran out of food at just before 9pm. Unfortunately, the rain tended to stay with us for the whole day and night but fun was had anyway. During the afternoon shenanigans I managed to score a raffle prize, a 4X 6 can stubby cooler. The big winner though was Mr Fuller Snr who walked away with the oldest bike and rider award for his 1959 Jawa 250cc 2 stroke single towing a 1970 PAV41 single wheel trailer made in Czechoslovakia, a beautiful outfit. By the way, the combined bike and rider total was 126 years.

Sunday started the same as Saturday ended, wet and noisy. Some party animals played until about 5am and as such not as many people appeared for breakfast, ask Rod how much sleep he got. A lot seemed to get up, pack up and piss off.

A huge thank you to all who helped, I think all enjoyed the event and we managed to top up the club coffers. Oh and the Snot block was delicious 😊

My Apologies for the newsletter, Bill is away overseas and I really don't know what I'm doing.

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.

May 2023	
Monday 8th	<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>
Saturday 13th	<p><b>Note–this as a Saturday ride.</b></p> <p>Another run to the Bay</p> <p>Yes another run to Bateman's Bay. I figured it should be a good time to ride to the bay while the weather is still reasonable and the summer crowd should have reduced, and I missed the Bevels to the Bay and the fish 'n' chips.</p> <p>Meet at the Gunna Doo Bakery in Bungendore, 10:00 for a 10.30am start</p>
Sunday 21 <sup>st</sup>	<p>Duc's on the Pond</p> <p>An opportunity to meet up for a coffee and chat and a ride if people are up for it.</p> <p>Meet for 10am near the Jetty Café – Queen Elizabeth Terrace – near Commonwealth Place, Lake Burley Griffin (down behind Questacon and the High Court).</p>
Sunday 28 <sup>th</sup>	<p>Jugiong</p> <p>A ride to Jugiong for lunch at the Sir George. We'll go via Mountain Creek Road, Yass, Harden.</p> <p>Meet at Weston McDonalds (corner of Kirkpatrick St and Cotter Rd) 9.30 for a 10.00 am start.</p>

**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 [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 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.

#### **Thursday 18 May**

Ride to Harden Bakery for lunch.

Meet at Coronation Park, Yass at 10.00 for a 10.30 start. Start point is in the middle of town where the Visitor Information Centre is located.

#### **Wednesday 14 June**

Ride to Cootamundra for lunch

Meet at Coronation Park, Yass at 10.00 for a 10.30 start. Start point is in the middle of town where the Visitor Information Centre is located.

#### **Wednesday 19 July**

Ride to Niagara Café Gundagai for lunch

Meet at Coronation Park, Yass at 10.00 for a 10.30 start. Start point is in the middle of town where the Visitor Information Centre is located.

#### **Wednesday 16 August**

Ride to Jugiong for lunch

Meet at Coronation Park, Yass at 10.00 for a 10.30 start. Start point is in the middle of town where the Visitor Information Centre is located.

## Twenty Twenty-Four Tassie Tour 9<sup>th</sup> March – 24<sup>th</sup> March 2024

Looking for expressions of interest for the 2024 Tassie tour. EOI to be submitted to [Rodney.hood@essentialenergy.com.au](mailto:Rodney.hood@essentialenergy.com.au) by **31<sup>st</sup> March 2023**.



This will be a 16-day event.

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

## 4 Hour Endurance Race – Pheasant’s Wood

The Belt and Bevel, Knuckles Restaurant race team were entered in the first Endurance race of the season, with their 2006 Honda 150.

As reported in my last article, a full day had been spent at the track, paying particular attention to carburettor jetting, suspension setup, and controls positioning. The results from this day had provided us with not only some good improvements, and quicker lap times but valuable data required for an endurance race. We had been recording fuel usage all day so that we could calculate an average usage per lap, important information when preparing a race strategy.



After our test day we had discussed which areas we felt we could still improve on, keeping in mind that it is production racing, so changes are limited to blueprinting the engine, tuning and good quality machine preparation, as well as good team work on the day. One area we felt could be improved was tyres. The Pirelli's we were running had reached the limit of their performance, so a change to a better quality Dunlop that we felt would provide us with a higher level of grip and therefore an improvement in lap times, was made.

Raceday was Saturday 15 April. This was going to be a 4 hour endurance race, which is what we had prepared for. But on the day, we found out that the race was going to be two 2 hour races, with a lunch break in between. We felt that a straight 4 hours would have highlighted which teams were better prepared and had good strategies in place.





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Our riders for the day were Michael Fuller, and “Laser” Dave Vetier. My job was to assist in the pits with the bike, as well as the pit board, and Angelika on lap counting and rider timing, as it was a requirement to make 3 pit stops per 2 hour race, incorporating a rider change. The rider change needed to be timed as well, as this was required to take no less than 60 seconds.

Prior to this race, Michael’s best lap times had been in the low 1.08, now with the new Dunlop’s fitted we felt 1.06 may have been possible, but we were all really happy to see him recording a 1.05.40 in the race.

At the end of the day, we finished 8<sup>th</sup> out of 30 teams, and completed a total of 180 laps in the 4 hours.

This class of racing has proved so popular the organiser’s have made changes to the format to allow more teams to compete.

June 4 is the next round of the series at Pheasant’s Wood



## 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 the 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](mailto:historiccddc@gmail.com)

Membership questions go to [membershipcddc@gmail.com](mailto:membershipcddc@gmail.com)

## Classic Ducati

Bevel gears and bevel drives can be found in many machines in many different industrial applications. They are used to transmit drive at an angle, generally 90 degrees.

Here are some examples of bevel drives, not related to Ducati, but still of interest.



Here we have a racing Honda from 1959. It was Honda's first DOHC an inline 4 cylinder, with the double over head cams driven by a vertical shaft on the right hand side, and a pair of bevel gears, which then drove the gear train to the cams. Five were raced that year in the All Japan motorcycle Endurance race, where they dominated. The following year the bevel gears and vertical shaft were dropped, and a central gear train drove the cams.

This motorcycle is on display at the Honda Museum, Motegi, Japan.



Here we have a cross sectioned Rolls Royce Viper Turbojet Engine from an Aermacchi fighter trainer.

We can clearly see here a bevel drive shaft off the front of the turbojet which appears to be a reduction drive from the 28 volt generator mounted on the engine. I imagine the housing would have either had a pressure fed oil supply or the gears ran in an oil bath.

This sectioned engine is on display at the RAAF Heritage Centre at Forrest Hill, Wagga.

## 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.



### 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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