

Monthly Newsletter



June 2023

Keep up to date at: canberradistrictducaticlub.org.au

Presidente Rezazione

June 2023

Greetings Ducatista's, I hope this newsletter finds you all well and COVID free. Seems like that demon is now worse than ever and the gov'tment no longer cares, typical. Anyhow, off the soap box. I have noticed a negative to losing weight, one feels the cold a tad more. Having said that it is nice to finally have a bit of a winter since the last couple have been so mild.

Let me see now, what news do I have for you??? DOC first off, the amalgamation of Eastern State Club Presidents continue to converse with the Australian/NZ and Italian offices in relation to the affiliation issues, I will brief the meeting on Tuesday night on the current status. The Corinary Rally planning is progressing, we have approval for the use of Woods Reserve again and negotiations with ACT gov has seen a reduction in the camping cost. What I would ask all members to consider is raffle prizes from any/all local businesses they may think of. Remember that most businesses will have a marketing budget that we may be able to access. Dropping me a line with suggestions would be greatly appreciated. Remember the raffle can generate a huge amount of revenue for the club. The Tassy run next year sounds like it is all sorted, well done Rodney The Hood for organising another awesome trip. Lots of rides have been happening, however, I don't see many ride reports. Come on guys, the best way to promote more attendance is to tell all those who missed it what fun you had.



After suffering the humiliation of contributing to the local gov'tment on Easter Sunday I thought the Diavel deserved a pressy as she was a bit depressed. Rizuma Naked Stealth Mirrors looked like a damn fine idea, ridiculously expensive yes, but I she likes them. Apparently at lose you license speeds the mirrors will create down force when in the closed position, I must say I'm a bit sceptical. Hope to see heaps of you at the meeting Tuesday night at the Harmonie Club. Being a Tuesday, we will be in the Board Room downstairs off the auditorium.

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.

June 2023	
Sunday 4 th	<p>Gundaroo Pub</p> <p>As this one got washed out at last attempt thought I'd give it another try. It's just a little ride around some back roads with lunch at Gundaroo.</p> <p>Meet at The Little Sutton Bakehouse, 10 for a 10.30 start.</p>
Tuesday 13 th	<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 Easter</p>
Wednesday 14 th	<p>Mid Week Ride to Cootamundra</p> <p>Meet at Coronation Park, Yass, 10.00 for a 10.30 start.</p>

Sunday 18 th	<p>Ducs on the Pond</p> <p>A return to a lazy Sunday catchup for coffee and a ride if people feel like it.</p> <p>Meet at 10am near the Jetty Café – Queen Elizabeth Terrace – near Commonwealth Place, Lake Burley Griffin (down behind Questacon and the High Court)</p>
Sunday 25 th	<p>Taralga</p> <p>We haven't had a run out to Taralga for some time. The idea will be to ride out for lunch and return. Not sure of the eating options at Taralga, so we'll see what there is and go from there.</p> <p>Meet at The Little Sutton Bakehouse, 10 for a 10.30 start.</p>

July 2023	
Saturday 1 st	<p>Pheasant Wood Social Ride Day</p> <p>Join in on the Pheasant Wood Social Ride Day.</p> <p>Make your bookings at https://pheasantwood.com.au/products/social-ride-day-1-7-24</p> <p>The track is only 1hr 20 mins from Canberra and is an easy trip up. Onsite medical, café, pit sheds etc, a 1.6km technical track.</p> <p>For more detail go to the Pheasant Wood website.</p>
Monday 10 th	<p>CDDC Monthly General Meeting</p> <p>7:30pm @Harmonie Club Narrabundah. This month we should be back in our normal meeting place in the Kellar Bar.</p> <p>Meeting starts @ 7.30 – eats from 6:30 for those who want to grab a meal before the meeting.</p>
Wednesday 19 th	<p>Mid-week ride to Gundagai</p> <p>Ride to the Niagara Café for lunch.</p> <p>Meet at Coronation Park, Yass, 10.00 for a 10.30 start.</p>
Sunday 16 th	<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>

	Meet for 10am near the Jetty Café – Queen Elizabeth Terrace – near Commonwealth Place, Lake Burley Griffin (down behind Questacon and the High Court).
Saturday 29 th	<p>Bateman's Bay</p> <p>I'm figuring the Bay should be warmer than Canberra this time of year – sounds like a good enough excuse to go for a ride – and some fish and chips.</p> <p>Meet at Gunna Do Bakery, Bungendore, 10 for a 10.30 start.</p> <p>*Note – this is a Saturday ride.</p>

Note: Event start times & venues are subject to change – make sure you confirm latest event info on the website @ <https://canberradistrictcyclingclub.org.au>

The CDDC provides funds for a support vehicle & recovery trailer on sanctioned club rides like the Harrietville, 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.

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.





13 to 15 October 2023

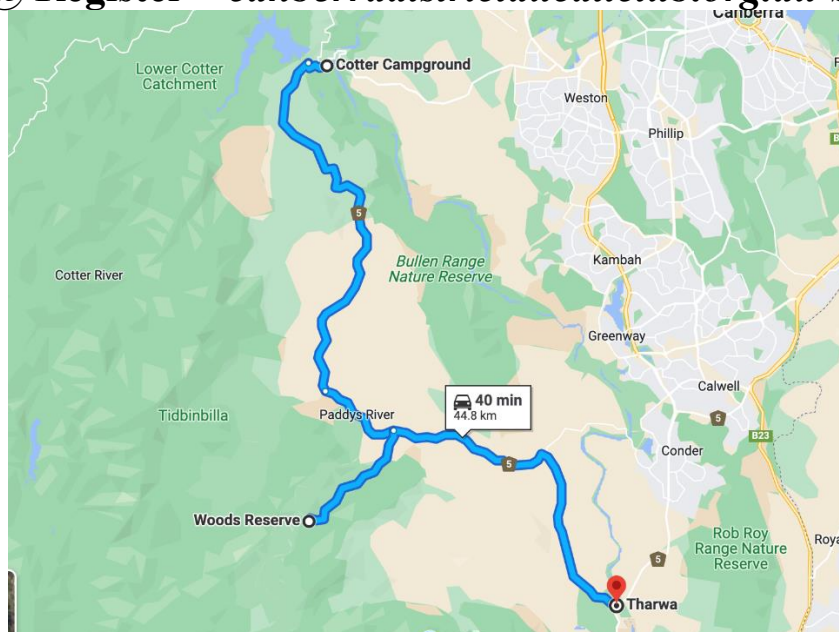
Woods Reserve – off Corin Dam Road ACT

Catered from Sat 14th Lunch by the infamous CDDC Latte Sipping Catering Division & Starring Chef Taso

Firewood & Real Dummies

BYO Alcohol

\$30 @ Register – canberradistrictducaticlub.org.au SHOP



**PO BOX 1282 CANBERRA CITY ACT 2601
www.canberradistrictducaticlub.org.au**

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.

Pheasant's Wood June Endurance Race

June 3 and 4, saw the running of the second round of the Post Classic Racing Association, Commuterlites 125/150 4 Hour Endurance Race at Pheasant's Wood.

Previous races had both 125cc and 150cc bikes racing together but in 2 classes, with entries limited to 30 bikes. The popularity of the event has seen the classes split over the 2 days, due to over subscription. So, Saturday was the 125 class with 30 entries, and Sunday was the 150 class, with 25 entries

Once again, the Belt and Bevel, Knuckles Restaurant, team were competing. This meeting was to be a family affair with Michael being one of the riders, and his brother Nicholas, having flown over from Adelaide, the other rider for the event. With Angelika and myself once again involved with keeping the bike running, fitting of tyre warmers, refueling, and on the pit wall with timing and the pit board.

Unfortunately, our plan of having both brothers riding together came unstuck, when Michael badly injured his index finger whilst using his block splitter. We needed a second rider, and fortunately Pete Wilkinson, who had previously seen the Honda perform, and had shown interest in racing in this class, was drafted in to be the rider to accompany Nick. So, it was going to be an interesting weekend ahead of us, with both riders new to the bike and the track.

As previously written about, we had the bike to a stage that we were very happy and confident with both its performance and reliability. The only change prior to the event was the fitting of a Data Logger, that was mounted basically where the redundant speedo once was.



Nick had flown over on Friday morning, and it had been organized that late on Saturday afternoon we could get in 1 hour of practice, allowing both our riders 30 minutes each to get familiarized with both the bike and the track.

Nick went out first, and unfortunately the bike decided to stop out on the track. This was quickly diagnosed to be a crimped fuel line. In the end both Pete and Nick got about 20 minutes track time on the Saturday, but this gave them an opportunity to go through the experience in their minds, and think about areas they could improve on, or were needing attention, prior to the Sunday morning practice and qualifying.



Sunday morning was a very early start to ensure that we got a good location in the pits, where we were on a fairly level surface close to the track entry/exit.

We were all fairly positive on the morning as we felt our times would improve with more track time, and you generally find faster riders can pull you along with them, with lines and braking points to be followed.

Nick was once again out first in practice/qualifying, and was starting to come to terms with both the bike and track. We were sitting in 3rd place when he lost the backend in the downhill left hand curve on the back of the track. This corner was to claim about another 6 riders during the day. Fortunately, Nick was ok and he was able to ride the bike back to our pit. The rear brake lever was bent back on itself and the foot peg was worn away. We had all spares required to affect a quick repair and get the bike back out. Very essential in Endurance racing.

Both riders did a great job to qualify the bike in 14 th position

The race began with a Le Mans start, with one rider running across the track to the bike, which is being held up by the other rider. Quite exciting to watch and adds another element to the race. After 2 hours of racing, we were in 17th position. There is a lunch break at the 2-hour mark, which also gives teams an opportunity to fix any issues, refuel, and generally give the bikes a check over for the following 2 hours.

The restart is a rolling start behind a Marshall's bike, and it is important to stay focused and keep the bikes momentum up, not to get left behind. The next 2 hours were exciting as the weather was getting colder, and at stages wetter, with a number of riders coming off in the left hander at the back of the circuit. An important part of Endurance racing is the need for spares to keep your bike circulating. This is where a number of teams had to pull out, with no spares to fit

At the end of the day, we finished in 15th place. Once again, we came away with more experience with racing the bike, more Data to analyse, and a list of additional parts to machine, modify or 3D print to improve our results.

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

Multistrada V4S - Sarge

Last week I booked my GTR1400 in for a major service and new shoes and as usual I requested a loaner to cover the day. I knew Team Moto has a Desert X demo that I was keen to try, however, when I dropped the GTR off one of the staff asked why I wasn't taking a Multistrada. I replied that unless it was a brand new V4 I wasn't interested as I had ridden the 1200 and 1260. Well, to my delight the reply was that it was indeed a brand new V4S, the Desert X will have to wait. Long story short, the loan time was extended as the GTR require some new seals that are back order.



My impression of the V4, it is a lovely motorcycle, handles extremely well, has all the bells and whistles you can think of (I am still learning what all the controls are), cruise control, quick shifter up and down, heated seats and grip, connectivity to just about everything including music phone, GPS (I think), at least five riding modes, smart suspension and some may rider aids. BUT, and this is only my impressions, as good as it is I think it lacks the normal Ducati Wow factor. Acceleration is linear but there is no rush, way to easy to get into licence losing speeds, the seat is a bit angular – yes there are comfort seats available for extra \$ but the standard seat could be better, the exhaust note sucks – it sounds more like a BMW. Actually, stealing a friend's quote, Ducati have managed to emulate the BMW ethos – take a great design and make it boring. The V4S may have more power than both the 1200 & 1260, however, the torque of the bigger twins and how they actually put power to the ground is in my opinion is better. To me the V4S is not a forward step.

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.



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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