

Monthly Newsletter



Novembre 2023

Keep up to date at: canberradistrictducaticlub.org.au

Presidente Rezazione

Novembre 2023

As the new president I would firstly like to thank the previous committee on their efforts to keep the club running. Thanks Sarge and Julien. Also thanks to Rhys for stepping up into the VP role and welcome back Rosco to the treasurers position.....what is it Rosco10th time being treasurer.

We have had some discussions on the committee about how we evolve the club and keep it vibrant and membership numbers good. If you have any ideas on how we can go about that chat with one of the committee members or send them an email. It's your club so we welcome your ideas.

Just a couple of dates to put in your calendar now so you don't let other stuff get in the way. Harrierville ride is on the 22nd – 24th March 2024. Probably the best ride the club does for the year. Quite a few of the normal riders will be coming back from the Tassie trip and will meet up with the ride in Harrierville on the Friday.

Another event the club is looking at resurrecting is the Economy run. If you're not sure what this is ask one of the longer term members to explain it to you. We are in the initial planning phase of this and have set aside Sunday 7th April or Sunday 14th April 2024 to conduct it. You need to block out these dates as this event requires quite a few club members to run it. Formal calls for volunteers will go out shortly once the plan is firmed up but if we don't get enough volunteers, we can't run it. This is a good event for club exposure across the Canberra biking community and maybe attracting more members.

Most importantly I think it is time to dispel the biggest myth in this club. YBAF. For those who don't know it means Yellow Bikes Are faster and was spread by some members of the club. I was watching World Superbikes at Jerez and must say I now have concrete proof that it's a lie. Race 1 red Ducati wins comfortably. Superpole race red Ducati wins comfortably. Race 2 for some weird reason Aruba IT Ducati decide to run a yellow bike. Result.....it couldn't get over the finish line first. As a result of this I am firmly of the belief that YBAF was put out there by people who made poor life choices and bought a yellow Ducati and spent significant amount of time trying to convince themselves and others it was right. Luckily Ducati finally woke up to themselves and no longer destroy good bikes by making them that colour.

Caio

Rod

VP Waffle #1

As the more OCD of you may have already read in the president's report, or the more available might have seen at the AGM, you have been shafted with the likes of me for the next 12 months as Vice President (barring any violent uprisings or other forms of successful coup). These are some big shoes to fill, having been occupied by the likes of Chris Roberts, Sarge, AB and of course the new President.

I am relatively excited to be back on the Committee, it will mean that rides are more likely to be de-facto committee meetings with the Rides Coordinator, Secretary, President and Vice President consistently being out for events wherever possible (Even if that's just Craig, Rod and myself looking for a river crossing to test out the high mount Akra system on the Presidential V4SP2). It would be good to name more of you amongst the group of regular suspects.

Speaking of our esteemed president and his terrible luck: those who had read last month's newsletter would recall that I had attempted to keep him from riding by laming him on a weekend of riding with some success. It turns out that I also caused him other losses when he decided to fix his dodgy Sena microphone and misplaced the visor from his helmet in his pain-induced delirium. After several weeks of not wanting to embarrass him (and with Ducati Performance indicators in hand for my monster), I sauntered around one afternoon to engage in skills trade; I would determine if the visor was truly lost and Rod would help me make necessary modifications to the Ducati official parts to make them work on my bike.

Needless to say, what should have been a simple plug-and-play upgrade became a 2 hour event involving much faffing and some profanity (or was that the other way around?). Custom Aluminium parts were made to make the new rear indicators stay in place and while I have lost the performance gains from the SP2 indicators, I have recovered some from the addition of DP parts!

And what of the visor? It turns out the polycarbonate accoutrement was stowed safely in a Ventura bag waiting for someone to look inside. Good thing I found it, Rod would have had to wait a whole 24 more hours until his online replacement arrived before he could use that helmet!

Onto business now: I believe we are going to achieve something different this year, with the majority of the Committee participating in the TAS long trip in March 2024. This means we could hold the Committee and General meetings outside of our usual jurisdiction and telepresence in as required for each meeting. Whether we do remains to be seen, but COVID has made it a possibility with technology becoming a must.

While reflecting on Rod's 'vision' for the club over the next 12 months, I have realised:

1. This is not going to be a holiday (except for TAS 2024); and
2. I don't think we can succeed without the commitment of financial club members (Life membership is a punishment after-all, just ask some of the esteemed laureates).

To expand on the president has said regarding events like the proposed economy rally: this club will NOT thrive without the commitment of its members. While there are a stable core who will do anything and everything for the club, we sadly do not see enough of you where it counts, on our rides and helping to run events. Look no further than my ride report on the Corinary Rally day run to see what I mean.

One of my key foci over the next 12 months will be to increase participation in club events and expanding our presence in the community (both physical and electronic). Things like the proposed

economy run are key opportunities in the real world to generate membership interest and I am looking at expanding our social media reach to other platforms. I am hoping the latter might generate interest from younger/newer riders who like pretty pictures as much or more than riding a Ducati.

Lastly, I would like to call on you to reach out to a Committee member if you can share your experience with the club and how we might improve it. I would personally like to hear from those of you who have been less active recently; tell me why and what would make you more active as a member. Remember, improving our member participation will mean that the president will not have to repeat his catch-phrase "If you want to know more, you should have been there!", which I am sure we can all agree is a benefit.

I look forward to seeing you out there, preferably with the sticky side of your bike down to the road!

Rhys



CDDC Christmas Celebration Time

When:	Saturday 02 December 2023 4.00pm kick off till around 8.00pm
Where:	THE OVEN DOOR (Taso's Bakery) 47 Vicars Street MITCHELL ACT
Cost:	FREE—for current financial members
What:	Yummy Taso catering!! Light nibbles and bread; Water and soft drinks; Smoked meats; salads; and Dessert and coffee
Bring:	Your own alcohol if required
ALSO IMPORTANT	<i>SECRET SANTA PRESENT FOR EACH PERSON ATTENDING</i> <i>value—approx \$10 - \$15</i>

Please contact Janine for attendance confirmation as soon as possible.
RSVP is very important for catering purposes people so please let me know.

0428 281 806 or neenbw@bigpond.com



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.

Novembre (November) 2023	
Monday 13th	Monthly club meeting. 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. Meeting starts @ 7.30—eats from 6:30 for those who want to grab a meal before the meeting.
Sunday 19th	Duc's on the Pond An opportunity to meet up for a coffee and chat and a ride if people are up for it. <i>Meet for 10am near the Jetty Café – Queen Elizabeth Terrace – near Commonwealth Place, Lake Burley Griffin (down behind Questacon and the High Court).</i>
Wednesday 22nd	Mid week ride to Temora for lunch. Meet at Coronation Park, Yass at 10.00 for a 10.30 start. Coronation Park is next to the Visitor Centre in the main street. Ride to Temora via Harden, Wallendbeen, Stockinbingal and Springdale. These rides are targeted at Club Registered bikes, however all are welcome.
Saturday 25th	Pheasant Wood Ride and Trackday The club has been exploring doing a few track days as a group for anyone interested. The next one we're looking at is this one at Pheasant Wood. This is a small well setup track near Marulan. You'll need to look after your own booking. Check out the Pheasant Wood website for the more info. The gates open from 7am, rider briefing is at 8.45 and the track sessions run from 9am – 4pm. Not sure about onsite food options, so play it safe and take something to

	<p>eat during the day. Make sure you take plenty of water to keep yourself hydrated.</p> <p>Even if you don't want to do the track day, it's not a bad little ride out to the track. You don't need to go down the highway, you can take the backroads through Tarago and Bungonia. If there is interest from members we can set up a group ride.</p>
<h2 style="color: red;">Dicembre (December) 2023</h2>	
Saturday 2nd	<p>CDDC Xmas Party</p> <p>It's on again this year at The Oven Door, 47 Vicars Street Mitchel from 4pm to 8pm.</p> <p>Can't tell you what's on the menu, coz it's secret, but suffice to say that Taso is cooking so it will be good.</p> <p>There should be a notice coming from the club requesting an RSVP, please respond as it helps us with catering.</p> <p>Note – the Xmas party replaces the December monthly meeting – so no monthly club meeting at the Harmonie club in December.</p>
Sunday 10 th	<p>Sunday 17th</p> <p>Ducs on the Pond</p> <p>The last one for the year. 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>
Monday Jan 1 st	<p>New Years Day recovery ride – TBA.</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 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.

October Rides

Craig Evans

Another month has flown by, I guess it's a case of time flies when you're having fun and I think getting out on your bike, particularly in prime springtime weather, is a great way to spend time. Pity I can't convince more of you to do it.

The month of October had a great range of offerings for people to enjoy. The club put on the Corinary Rally and even though the numbers were not as good as the more established rallies, it was a significant improvement over last year's inaugural event. It was great to see a few members come out to lend a hand in setting up – much appreciated and thanks. I'm sure the rally will be covered elsewhere in this fine publication, but I think it is fair to say that from a club perspective it was a success. Who knows, maybe it will go again next year and hopefully it will find its place.

So now on to the rides. October should be a bumper for ride participation, the first real month where the cold mornings are not an issue. You'd think most Canberra riders would be rejoicing the freedom of riding without all those restrictive winter thermals, thick winter gloves and three layers of balaclavas and for the first time in months enjoying those sunny days before people start to complain about getting too hot. But then again maybe not.



Silo art from the ride out to Grenfell.

The first ride of the month was a short ride out to the Club's Corinary Rally. An opportunity to ride the famed local bike loop – the Cotter – and enjoy some fine food cooked up by our resident chef – Taso. I'd like to thank Rhys for 'volunteering' to lead this ride as I was already out at the rally helping out. Unfortunately no one turned up. None. No club members wanted to go for a ride, let alone come out and support your own club. The only thing you had to do was go for a ride – an

enjoyable task – eat some of Taso’s cooking – another enjoyable task – and even the weather was too bad! I was going to include a picture here for the ride, but alas, there was no one to shoot.

Moving on, the next ride was one of Grant’s mid week ride and I’m sure he will cover this elsewhere so I won’t go into too much detail. At least we had a few people come out for this one. This was the first mid week overnighter we’ve done. It was a lovely cruisy ride, taking the long way to Grenfell. Funnily enough I grew up only about 40km from Grenfell and this was only the third time I’d been there. One of the main takeaways from the ride was just how interesting some of these sleepy little towns can be when you take the time to stop and look. Another thing was the quality of the motel. From the outside it was a typical 60’s era motel, the ones with a central parking area surrounded by rooms. But inside, the owners had actually invested and renovated, bringing all the rooms up to date with quality fittings. I have to say this was several levels above the usual club destinations – Khancoban, Corryong and Harrietville could take some serious pointers from these guys.



What can I say?.

Next up was the October edition of Ducs on the Pond. It was great to see Aksel turn up for a coffee, even though life members seem to be a dime a dozen, it was good to see probably one of the originals coming out – even if he is a Queenslander now and was complaining about how cold it was. As this Duc’s outing was also on the Oz GP weekend, we had arranged to do a ride and lunch at the Harmonie Club and watch the race on the big screen. Unfortunately as we now know the balmy Phillip Island weather had something to say about the race schedule and just as unfortunately we only had four members turn up for a ride and lunch at the club. But as it turned out they replayed the race and we got to sit in comfort and have lunch while we watched the feature race on the big screen. So all was not lost.



Ducs on the Pond Trivia question – spot the non-CDDC life member?

The last ride for the month was a new one for the club, or at least I can't remember doing it as a club ride before. We did a short ride out to Wee Jasper and the Gin Distillery. This ride had a good turnout with eight bikes and two extras. The ride out via Mountain Creek Rd wasn't too bad. They have done a fair bit of work on this road lately and while it will never be racetrack smooth, it is probably in the best condition I have seen it. The Wee Jasper road had a few more challenges, but again, all things considered it wasn't in bad condition either – definitely worth the ride.



Relaxing at The Wee Jasper Distillery

We stopped at the Distillery for lunch, the food and coffee were pretty good and at least one respected member showed the CDDC class by sipping on a G&T with their lunch – now that doesn't happen every ride.



The crowd getting ready for the return trip.

Well there you go, that was October in a nutshell. Now I've had my rant and my issues are at least partly packed away, but in all seriousness it would be great to see more of you out on club rides. So I'm really interested to chat with any of you and get your opinions about what the rides might be lacking, to see if we can improve on what we're doing.

That's me done for the month, hopefully I'll see you out on a ride sometime.

Weekday ride to Young

Grant Fuller

Apologies to Grant for missing this report again :-(Ed.

The weekday ride for August was from Coronation Park Yass, to the Sir George, at Jugiong.

We had 4 starters for tThe September Weekday ride was from Coronation Park in Yass to Young, via Harden and Wombat.

We had 4 members turn up on the day:

Bob Coleman	900GTS
Bryce Anderson	Multistrada
Craig Evans	959 Ducati, Yes a Ducati!!!
Grant Fuller	SS Darmah

The weather for the ride was perfect, with a maximum of 26 degrees forecast for the day. As always on these weekday rides the traffic is basically non existent, making it very enjoyable, and relaxing. I joined the ride at Harden, which is 95 kilometres from home, but is good winding country roads, versus 110 kilometres straight up the Hume Highway to Yass for the start, which is quite boring. We did see a number of older bikes out and about on the day, including a very nice looking Norton Commando Fastback at Wombat.

Whilst waiting to join the ride at Harden, Jeff and Terry Riddle stopped for a chat on their way back from their ride to Cameron Corner. They were on a DR650 and a DRZ400.

Craig was on his 959, as he was giving the Triumph a rest, as a show of respect for the 12 month Anniversary of the passing of Queen Elizabeth. I don't think she even liked Triumphs!!

It was decided to go to the Young Services Club for lunch, as we had been there before, but also it had just recently undergone renovations. The Club staff were very welcoming, and allowed us to store our helmets and gear at the front office area. We all had a light lunch from the Café, and sat around enjoying a chat.

I left the group at Wombat and continued home via Cootamundra.



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October Weekday Ride to Grenfell

Grant Fuller

This Weekday ride differed to all our previous rides in that it was going to be our first overnight ride.

We had 5 Club Members turn up for the ride:

Leigh Campbell	1976 750SS
Bryce Anderson	2012 Multistrada
Craig "The Tiger" Evans	Triumph Tiger Cub
Grant Fuller	1980 SS Darmah
Kveta Fuller	1993 Mercedes

The weather forecast was looking good for the 2 days of the ride, with 26 degrees and sun forecast for both days.

Once again, I joined the group at Harden, where we discussed the trip for the day, which was very relaxed, and gave us plenty of time for stops, and any sightseeing. Total distances for each day were about 320 kilometres.

We left Harden and headed for Wallendbeen, Stockinbingal, Springvale, and Temora for Lunch. The local bakery was chosen as it offered a good range and had both indoor and outdoor seating. After lunch, Leigh refuelled, and then we headed north along the Goldfields Way. When we reached Barmedman, we turned right onto Mary Gilmore Way, bound for Bimbi and Grenfell.

We arrived at Grenfell and went to the motel in the main street. Because we had arrived mid afternoon, we all had an opportunity to look around the historic town, and various sights. It's a very nice town that had many historic buildings in very good condition, and the main street was in the process of being landscaped.



The railway station offered a free caravan site, with toilets and showers. The local men's shed was also based there, and the old grain silos had been decorated with the very popular silo Art.



One of the beautiful buildings in the main street. It was good to see most shops were occupied.



Leigh's 750SS is obscured by the Tiger Cub



Breakfast on the second day. In the background is a Moto Morini 3 ½

After breakfast on the second day we fuelled up and headed for our next stop, which was to be Cowra, where Craig had offered to give us a tour of the railway station, as he had grown up in Cowra and the railway station had fond memories for him. The other interesting thing was that Bryce had also grown up in Cowra, so we were able to enjoy a number of stories from the pair, on their childhood exploits.



Craig and Bryce. Craig was showing us how tall he was last time he was there!!

After Cowra, it was on to Young for lunch, at the Services Club. We had been here several times before and offers a good range of meals, and a welcoming atmosphere.

A couple of local ladies told us that the Golf Club put on a better lunch, so next time we have a ride to Young we will try that venue.

Whilst at lunch we had a chat about the ride and the feedback from the group was that the ride to Grenfell was good, and having an overnight ride was something they would all do again. What I will try for the next years Grenfell ride is to vary the route to make it a bit more interesting.

Don't trust the numbers

On motorcycles fitted with carburettors all of the jets, slides and needles come in various sizes and diameters to suit the engine to provide the optimum fuel amount for correct running.

The attached photo shows the main jet of a Dellorto PHF carburettor off a Ducati 860. The main jet is marked 125, which is the original Dellorto factory marking, however the bike would only idle and barely run when you opened the throttle.

When checking the diameter of the main jet it was found to be 2.0mm, which is a 200 main jet. Someone had drilled out the jet and failed to obliterate the size numbering.

This problem is more common than you may think. So, if you have running issues and the jets say they are a certain size, it may pay to check!



Loctite

Have you ever read an article or been on a forum where someone has said they used Loctite or you need to use Loctite?

The big problem with this, is that Loctite is not a particular product but the name for a range of various products used in the Automotive or Engineering industries. Using the correct product for a particular application is extremely important.

The range covers products for thread locking, bearing and seal retaining, sealants, adhesives, lubricants and anti seize, cleaners, primers and activators.



Some of the Loctite products I use in my workshop

For example, in the thread locking range, there are about 7 different products based on the size on the thread, how permanent you want it locked and the materials used in the application. Some of the products require the application of heat for them to be undone, not really suitable if you have used this on the fasteners on your plastic mudguard.

They thread locking products are generally applied to clean threads prior to assembly, however one product, 290 is used after the fastener has been done up and is drawn in to the thread by capillary action.

In cold weather or to speed up the product, and to ensure the surfaces are clean, a Primer such as 7471 can be used with certain Loctite products.

You should always consult the manufactures information or speak to the supplier if you are unsure of the correct product to use.

There are several other manufacturers of similar style products, which I am sure are as good as the Loctite range.

CDDC Classifieds

Michael Fuller

Just a reminder to club members, we have a classifieds section on the club website:

<https://canberradistrictducaticlub.org.au/classifieds/>

And to showcase, we currently have this gem (see more on the the link above).

FOR SALE DUCATI 900S2 – 1984

Ducati Monster 600cc

Good original carburetted bike, never crashed. Comes with standard pipes plus Staintunes and DB killers. Good original seat with no tears, good original paintwork, no dings on tank or any gravel rash. It has a new diaphragm pump and rebuilt carbs, but needs adjusting as it over-fuels. The bike has travelled 71.5K and is a 1995 model. It starts and runs, but hasn't been ridden for a while so it needs a good clean and some tidying up.

It's in Yass and inspections are welcome – Doc can vouch for me (I bought Bek's Monster, hence this sale). I need the garage space so I'm open to reasonable offers.

Please SMS in the first instance to John at 0412 860 971





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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