

Monthly Newsletter



Marzo 2024

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WSBK kicks off new season with some sensational racing at the Island.

Bulega wins race 1 on WSBK Debut. No truth in the rumour that Bautista threw his toys out of his (not so fast, red) pram!

Presidente Rezazione

Marzo 2024

February is done and dusted and was a busy Motorcycle month for me. Gundaroo club ride, Multi service at the Gong prior to Tassie, new boots on the Multi and a trip to World Superbikes. When I added up the cost of this plus Rego on the Multi and new tyres for the SP2 I'm just glad riding still brings a smile to me.

Quick review on the WSBK weekend. Due to lack of time I decided to put the SP2 on the Rackn Roll and drive down to Albury on Thursday and then ride from there. Part A went without a hitch and bike was unloaded and good to go by 10:30 am. Set off through the backroads of Victoria with the intention of getting to Marysville and then doing Black Spur. This was all good but by the time I got to Bonnie Doon temperature was a constant 38 degrees. Still not too bad if you could keep the speed up and air flowing through the bike. Marysville and then the Black Spur were fun despite the heat, and I was amazed that the every car driver used the turnout lanes or pulled over to let me pass

Pakenham to Koo Wee Rup was a nightmare with the roadworks, reduced speed zones, 40 degree air temperatures and an SP2 getting warmer by the minute.



This is what Pakenham to Koo Wee Rup Felt like.

Hitting the island and the cool change at the same time meant the temperature dropped to 24 degrees almost instantly. Bit late for the chestnuts.

Racing on the weekend was excellent and it was good to see some different names battling up front. Superbikes is great in that you can ride your bike around the outside of the track and watch the racing from different angles.

Sponsors product was consumed to rehydrate and was very tasty particularly the pale ale and Pilsner, but all were tried and none were bad.

Trip home was completely different with cool temperatures and some spitting rain in the morning warranting some caution on Reefton Spur.

If your one of those people who only go to the island for MotoGP, give WSBK a try as its an awesome experience.



Just a reminder that submissions to the newsletter can be sent to editorcddc@gmail.com.au at any time throughout the month.

Caio

Rod

VP Dribble - March 2024

Rhys Ban

So, it's been a while.

In the 3 months (soon to be four) since the last AGM, I have succeeded in riding motorcycles, started investigating how we can expand the club's presence in social media and given some thought to how we can grow. Did I mention I also totally forgot one of my core responsibilities and have failed at communicating with you about the club and what it's elected committee are doing? Luckily we have the current president to hand out uppercuts and keep the committee progressing!

Last I said anything of note (a much debated point depending on who you ask), Hoppo had just been laid to rest. And I spent a good deal of time reminiscing on what it meant to be someone this club respects and values. Suffice to say, I don't think I am ever in danger of being that respected. If I am, I have done something gravely wrong!

While we're talking about change. It's general knowledge these days that a certain life member with about one third of his ribs broken has been considering a career transition to driving buses. If you see a Canberra bus painted an unsightly shade of yellow getting a good lean around a roundabout: make sure you wave! Who knows, maybe there's a club discount we could get from ACT public transport



A small memento of a great picnic at broken rib!

On a membership front, I have been handing out business cards left and right, hoping to bring new membership to the club. I will let the membership report speak to my success (or fundamental lack thereof) on this front. I will ask of you all though: what have you done to help us grow the club? It doesn't matter how big or small your contribution, as long as there is one. Get amongst it!

In Ducati product news, it seems our beloved Marque has decided to celebrate its racing heritage with a couple of custom paint-jobbed V4s. The Panigale S variant somehow costs over \$70,000 on top of the base price 'S' to have racing livery stickers while the Streetfighter S gets the weirdest paintjob I could imagine and a matching helmet (for those who care to be seen more than be moved I suppose). Hopefully things get a bit more normal soon, even if I am excited neither of these is a yellow variant.





2 new V4 Ducatis - not sure if they are worth the price-tag though.

On the riding front, many kms were done on club rides and for personal fun. Hell, I even managed to ride from Taralga to Canberra without blowing a tire out. I know a few club members who were chuffed to not have to sit on the side of the road for half a day waiting for a lift to arrive.

By the time those of you interested in the club's goings-on are reading this, I will be with the majority of the committee on the road to Tasmania, or what's left of it after the bush fires and floods

are done. Hopefully there will still be good roads to ride and whisky to 'sample'. I just have to remember to turn left when I get off the boat or I will end up in the wrong place!

Hopefully the more relaxed plan (do what you wanna do, be what you wanna be...) will help make the trip more varied and interesting. As long as no one asks too many questions about morning tea, lunch and fuel stops, there will be no stories of tragic accidents at sea or at the Devil's Kitchen.

I'll try to provide some entertainment in the form of daily updates from Tasmania, and encourage other participants to do the same. Hopefully stories of what happens when we go out, ride motorcycles and measure life in smiles per gallon will entice more of you out to come along on the next one.

Now, go out and lay tracks, make friends and promote this club far and wide. It would be awesome to see more of you showing off your Ducati's doing what they were made for!

Rhys Ban

Vice President

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.

Marzo (March) 2024	
Sunday 10 th	<p>Wee Jasper</p> <p>A nice and easy ride out to the distillery at Wee Jasper. As most of the regular rides people will be away this ride will be a bit of a self-managing ride.</p> <p>Meet at Maccas Weston Creek on Kirkpatrick St and head out to Wee Jasper via Mountain Creek Rd and Wee Jasper Rd. Meet at 10 for a 10.30am start.</p>
Tuesday 12 th	<p>CDDC Monthly General Meeting NOTE: Because of the long weekend we are unable to hold the meeting on the Monday.</p> <p>7:30pm @Harmonie Club Narrabundah. This month is a little different to normal as we cater for the Canberra Day long weekend. Note that this meeting is on the Tuesday night and will be in the Boardroom – kind of a normal long weekend meeting.</p> <p>Meeting starts @ 7.30 – eats from 6:30 for those who want to grab a meal before the meeting.</p>
Saturday 9 th –Friday 22 nd	<p>Tassie</p> <p>This is more just for information as if you are not already committed and paid up you won't be on this ride.</p>
Sunday 17 th	<p>Ducs 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>
Friday 22 nd –Sunday 24 th	<p>Peter Yeend Memorial Ride</p> <p>Its that time of year again – probably the Club's marquee ride of the year. The roads we take to Harrierville and back are amongst the best riding</p>

	<p>roads in the country. If you can only do a few club rides in the year – this one should be the top of your list.</p> <p>This year will be a little different to most as the bulk of the regular rides people will be coming from Tassie to meet up with this ride in Harrietville. Hopefully you would have seen the email to members seeking anyone interested in leading the ride or doing the support vehicle. If anyone is interested get in touch with me via the secretary email – or have a chat with me at the February club meeting.</p> <p>For those going on the ride, make your own bookings. There are two main options in Harrietville – The Snowline Hotel (03) 5759 2524 or 0414 887 453, or the Harrietville Hotel Motel (03) 5759 2525.</p> <p>Meet at Ampol Hume on Friday 8 for an 8.30 start.</p>
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Aprilia Aprile (April) 2024

<p>Sunday 7th</p>	<p>Auto Italia</p> <p>At this stage not a lot of information available from the Auto Italia organisers. Looking through their website it looks like it's a 'payment online only' event and they have a link to register by.</p> <p>Bikes and scooters are listed as \$10 entry fee. They advise you to either print your registration slip or bring a scanable version on your electronic device.</p> <p>Exhibitors entry from 8 am, public from 10 am</p> <p>The location seems to be the same as the last few years – Queanbeyan Park.</p> <p>We are aiming for a club presence. It would be great to see good range of Ducati's on display.</p>
<p>Monday 8th</p>	<p>CDDC Monthly General Meeting</p> <p>7:30pm @Harmonie Club Narrabundah. This month we're in our normal meeting place in the Keller Bar.</p> <p>Meeting starts @ 7.30 – eats from 6:30 for those who want to grab a meal before the meeting.</p>
<p>Sunday 14th</p>	<p>CDDC Economy Run</p> <p>As you would be aware by now, the club is resurrecting the old Economy Run of years gone by. This is a fun social day and will cater to all walks of biking life – not just Ducati's.</p> <p>Make sure you come out and support the club.</p> <p>Meet at 9am at the EG Fuel Station in Conder. Detailed instructions will be provided on the day. After the ride there will be a sausage sizzle and awards at the Point Hut Crossing Carpark.</p>

Saturday 20 th	<p>Wheels of Wamboin</p> <p>This is not a CDDC club event, but well worth a visit if you're able.</p> <p>Its on at the Wamboin Oval, Bingley Way (off Norton Rd), adjacent to the Wamboin Community Hall.</p>
Sunday 21 st	<p>Ducs 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>
Saturday 27 th –Sunday 28 th	<p>Autumn Leaf Rally</p> <p>Note – this is not actually a Ducati Club event, but it is one that we support through attending and catering. This will be one of those occasions where you can support your club by helping out and have some fun at the same time. There are a few ride options to the Rally grounds at the Tumorrana Hall on the Wee Jasper Rd. You can do dirt or sealed, just depends how adventurous you want to be.</p> <p>The club catering division, headed by Chef Taso sets up on the Saturday, doing lunch, dinner and Sunday breakfast. It's a fun weekend with a lot of laughs and you get to help out the club with one of our main fund raising activities.</p> <p>We do need a few volunteers to make this work, so if you are able, get in contact with any of the committee. Note, no skill set required.</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.

Ride Reports-Feb

Craig Evans

We had a range of options for members to get out on their bikes through February, starting off with an overnighter to Eden back on the 3rd and 4th of the month through to lunch at the Harmonie club to watch the SuperBikes at Phillip Island on the 25th.

I won't go over the Eden ride, as we covered that off in the last newsletter.

Sunday 11th - Gundaroo Pub

Another bright summers day greeted the usual suspects as they fronted up at the Little Sutton Bakehouse. Not a very long ride from Sutton to Gundaroo, but being the Ducati club we can't just go direct. The ride itself was a combination of a few back roads out to Murrumbateman, a bit of highway to the Jerrawa turnoff and out through Dalton and Gunning before turning back to Gundaroo.



The usual suspects at Sutton.

Admittedly not the most inspiring of rides, but it was a fine Sunday and an opportunity to get out on the bike while also not taking up the whole day. We stopped at the Gundaroo pub for lunch and the atmosphere and food had it's usual country pub feel. The small but quality ride group had a relaxed meal and a varied chat – in the end I think we solved most of the worlds problems through the course of lunch!

The only real downside on the ride were the road works on the Sutton road, and on the way home we timed it perfectly for the water truck to have just finished its watering run before we got to the road works. The timing could not have been better and the bikes could not have got dirtier in such a short distance. But you get that.

Sunday 18th – Ducs on the Pond

It wasn't a bad turnout for a Sunday coffee, probably a bit hot for some and for others, being the weekend before supers, they were probably busy doing all the things they needed to get done before heading off to the island.

Wednesday 21st – Mid week ride to Jugiong

Not a bad turnout for a mid week ride, I think we had 5 starters at Yass, ranging from a 959 at one end to a BSA at the other. It was another great day for a ride, sorry to rub it in to those that can't make it on a Wednesday, a perk of being older I guess.

It was a leisurely ride out to Harden with the BSA deciding it need to pause in the shade to catch its breath. The pace was a bit livelier on the run across to Jugiong, again a quite enjoyable stretch of road and it was enjoyed once again. The BSA needed a bit of a breather again but got there in the end.

Lunch at the The Sir George was a casual one, sitting under the shady trees and having a chat. Having lunch at The Sir George in summer is very different to our usual winter experiences, instead of looking for a sunny spot and hugging a gas heater, this time of year you sit underneath the leafy canopy enjoying the cool shade.

The ride home fairly un eventful, a bit like Lord of the Rings and the breaking up of the fellowship, Grant headed west to home, Pat and Jeff went home via the highway, while Bryce and myself went back via Harden.

Saturday 24th – Batemans Bay

Only two hardy souls fronted up for the ride down the coast, but it was in competition with WSBK at the island so not really surprising. It was good to see one of the 'old' club members come out for a ride, Tino and his classic MV F4 312. Apparently it's a good looking bike, as I heard once or fifty times during the ride. At different stages I thought Tino was conducting a survey as every time we pulled up he would ask passers by which bike looked the best, quite a few pointed at the MV – but I think they were just being polite. Everyone knows that red bikes look far far better and they go faster as well. It's just a fact.

Anyway, the ride down the coast was nothing really to write home about. It was very misty at the top of the Clyde and quite wet on the way down. There were sections of the ride to Nelligen where a spot of fun was to be had, but otherwise there was a bit of traffic. The worst of which was a long line as we got somewhere around Nelligen. Initially I couldn't see the cause, figured it must be a grey nomad towing a 60 foot caravan, but no, I had done grey nomads and caravanists a disservice. It took until the last passing lane before the bay to get to the front – the moving road block was actually a motorcyclist, well a cruiser more to the point. Sitting on their 50-55kph and blissfully ignoring the several hundred meters of traffic lined up behind. I don't understand why slower road users can't pick a spot and just let people go by. So very different to New Zealand and how slower traffic moves over to let quicker traffic through.

Anyway, after some well earned fish and chips and Tino handing out more 'how to vote for a motorcycle' cards we headed back up the hill. The run home was much better than the run down. Hardly any traffic going west on a Saturday afternoon and the road had dried out, more clear sections to put a smile on your face.

Sorry no pics on this ride, I just couldn't get the camera to work when ever the MV was in shot.

Sunday 25th – WSBK lunch at the Harmonie Club

This was a late inclusion on the calendar and so not surprising there was only Michael and myself on the pre lunch ride and Peter and Taso joining us at the club for lunch. It was good to watch some racing on the big screen and a thank you to Harmonie club staff for catering to our needs by giving us the big screen and then changing between Fox and SBS for the better coverage. Pity about the ASBK oil spill, but shit happens.

Anyway, that's pretty much the month of February in rides. March is also a big one with probably our most popular overnigher of the year in the Peter Yeend Memorial ride to Harrierville. This ride is well worth it, if you haven't made your mind up yet you still have a couple of weeks to get sorted. There will also be a contingent of members heading OS to Tassie for a long ride, looking forward to that. For all other events, keep an eye on the website for details. Hopefully there will be something there that you'll be able to get out and enjoy.

2024 MotoGP Tipping

Jeff Piper



We're back for another season!

Always a bit of fun as the regulars know. The entry fee stays at \$20.

The first round kicks off in Qatar from 8th - 10th March, although for us the race starts Monday 11th at 4 am

If you want to be involved this year nothing has changed. Entry fee remains at \$20. We only do the Main Race on Sunday not the sprint and the same rules apply.

Let me know or just send your first tips to this email or my mobile at 0415975960 one hour before the race starts.

Contact cddcmotogptipping@gmail.com or msg on M 0415975960

CDDC MotoGP Tipping Info

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:
- 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, and
 - 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

Festival of Speed Post Classic Racing

Michael Fuller

Angelika, Ray and I had been preparing the Period 4 1971 Honda CB750 (833cc) racing sidecar ready for the 2024 season since the last race at Broadford Victoria in November 2023. We knew the outfit was competitive, already lapping as fast as competitors with seasoned machines who practically live at that circuit. We had a list of things to do before 2024. Ray focusing on rebuilding the primary engine and building a second engine, in case there was an issue we wouldn't have to go home early (this comes in handy later). Angelika redesigning the dash board higher, easier to read, and with more features, and I worked on getting the setup cutover to an Ignitech programmable electronic ignition, and making a new rugged loom and all the tuning associated with this. It all came together for the first testing on the 27th January at Pheasant Wood circuit.



Testing at Pheasant Wood showed we had a good package, now that they had properly working front brakes, the rebuilt engine was doing everything it should and the bike was running well considering the short circuit and high temperatures. We still had a bit more work to do before the first race meeting as the tacho was going crazy to the point it tore the needle clean off. This turned out to be resonance vibrations causing the stepper motor to bind and jump. We did work on isolating another tacho ready for Festival of Speed, but we killed this one too. So that's still an outstanding job to sort.



Angelika and I planned to camp in the back of our van at the track to save on accommodation costs. We set to work on building 2 bedframes that could be stacked and easily disassembled when we weren't using them in the van. The week before the race weekend we packed the van with all the tools we thought we might need, spare parts, clothing, food and drinks. Leaving mid morning on Friday to get up to the circuit ready to set up our pit garage. We got to the track around 2pm, early enough to watch the Superbike School that was still running. There were some very trick bikes there including 2 V4 SP2 Panigales. We told the security at the top gate we were up for spectating so we were let through, everyone who was there for the PCRA racing were held at the top gate as a heavy thunderstorm rolled through. After the Superbike school had finished we started to unload the van and setup our pit bay, as the other competitors flowed into the pit all scrambling for their parking positions. We unloaded the sidecar, then all of Ray's tools and spares. This is when Ray told us that one of the doors on his trailer had come open near his home and he'd lost a box of spares out of the side, luckily he saw it happen and stopped to collect it all up off the road. Unluckily he didn't realise that he had lost another box a corner earlier too.

After realising that the box that had fallen out and he was missing was all the sprockets and chains for gearing changes Ray got into a bit of a panic. We rang George Desira, Ray rang his wife and 2 neighbours and they headed off to search the area between where the second box was found and home. Ray's wife had opened a wheelie bin on the side of the road and saw the smashed plastic from what was the box and one of the chain in the bin. She started searching the grass area around the bin for anything else. Luckily the neighbour there had seen this and brought out a stack of sprockets, chains and wheel bearings. Not everything that was missing but nearly all of it. Now

realising that there was nothing more we could do from Eastern Creek I suggested to Ray and Angelika to do a track walk to discuss corner points, lines and strategy. It had been 23 years since Ray had raced at that track, and Angelika had never been on the circuit.



Wilkinsons to the rescue. Tony amazingly offered to bring the lost parts up from Canberra to Sydney the next morning, he travelled up with Pete who then stayed for a little while until the end of practice. Ray and Angelika made good pace even for a practice session getting to know the circuit. Coming back into the pits, we noticed some blowby coming out of the oil catch can. We cleaned that up, and made some gearing changes, made some jetting changes and got everything ready for qualifying. In the qualifying session, Ray got 3 laps in before Angelika hit him in the side and pointed to the oil catch can again. Ray pulling into the pits, now with more oil and more blowby. They had qualified in 10th from 15 outfits, ahead of all the other Period race bikes and ahead of a couple of Formula bikes.

I pointed out to Ray that we should swap over to the spare engine, as if this first engine did fully let go, it wouldn't have just cost whatever part is failing but much more as when the engine blows up its all generally a mess of parts after.

We swapped the engine over in the time between qualifying and race 1, total time to swap out a roasting hot engine and have the replacement in and tuned 1hr 50 mins. That's carburetors, exhaust, electrical, oil lines, chain, and chassis apart and then all back together and oiled up. Was a big effort. Because of the engine swap the scrutineering sticker was taken off. And the new engine had to be scrutineered again. If we had the scrutineers over only a few minutes earlier then Ray and Angelika would have made race 1 and competed. They were a DNS (Did not Start) for

race 1. There was a feature race scheduled later that could be used for checking and sorting gearing on the small replacement engine. As the day went of there was another thunderstorm rolling in. Then – Buckets and Sidecar feature race postponed until Sunday morning due to time and the fading light. With this news, we packed everything away, showered and headed out of the circuit for dinner.



Sunday morning was good weather, high air density and the sidecars were out first. Engine warmed up and everything seemed normal. Ray and Regi headed out for their first race at Eastern Creek. They seemed fast but not as fast as I had expected, though engine #2 is also a smaller capacity and down on torque as there are internal differences. They were dicing with a Formula 2 bike and still ahead of the other period bikes. Crossing the line 1 sidecar length behind the F2 bike after 5 lap battle. Ray came in and then pointed out when he fitted the throttle cables, one of the cable adjusters was fouling the throttle cam on the carburetors and only allowing half throttle. Even with this issue, again we knew we were on the right track. After sorting the cable adjuster some more gearing changes, refuel and a check over, now ready for race 2 and 3.

Race 2 and 3 were both uneventful – which in racing is a good thing. Ray and Regi circulated mid pack, 4 seconds off the pace of the fast Formula bikes and well ahead of their next closest competitor. Both Ray and Angelika worked effortless as a team, Ray putting in consistent laps, and Angelika always being on point the right sport at the right time. Missing race 1 meant they were down on points, but with the next 2 race wins, put them in 2nd place overall for the Period 4 class.



We did get to see some other racing and it was interesting how many other Ducatis were there. There was a whole batch of TT2 Pantahs, one of which was ultra quick winning the Period 5 class. A very tidy 900 NCR and some other bevels. There were lots of really nice machines from pre-war Indians, 2 stroke GP bikes to modern classic Ducati 888s, GSXRs and VFRs.

I think anybody who has an interest in classic bikes should try get to this event. It has a great atmosphere, there are club and trade displays, and you can wander in and out of the pits and down pit lane. The sights, sounds and smells you're right in the middle of. More photos here <https://canberradistrictducaticlub.org.au/about/photo-gallery/>



Trust – Eastern Creek Festival of Speed

Grant Fuller



This is Ray Spence and club member, Angelika Fuller at the recent Festival of Speed, at Eastern Creek.

The photo highlights the amount of trust in the machine, and rider, as well as guts it takes to be a sidecar passenger. The rider also needs trust in their passenger as well, knowing they will be exactly where needed at the right time. A great photo, and well done Angelika.

February Weekday Ride

Grant Fuller

The February Weekday Ride has been a favourite of a number of members, and is one we continue to do. Starting in Yass and heading to Jugiong for lunch via Binalong and Harden. It's a relaxed ride, but section from Harden to Jugiong is where a number of us give the bikes a good hard run.

There weather for the day was forecast to be fine and sunny, however on arrival at Yass it was looking like we could get the odd shower.

When I arrived at Yass I was greeted by Jon Winders, one of our Club's founding members, and someone I have known since the age of 12. It was Jon who introduced me to motorcycles, and the person I bought my first motorcycle off.

I was good to see Craig not on the Triumph Tiger Cub, but his Ducati 748. I believe Craig will be buying some performance parts for his Triumph when he visits the UK. A seat cover with King Charles face on it, and a fluffy Triumph keyring.

We had a good cross section of bikes on the run, with 4 on club registration.

Pat Jones	Ducati 600 Pantah	1981
Jeff Piper	Ducati 959 Panigale	2013
Craig Evans	Ducati 748	2001
Bryce Anderson	BSA 650 Spitfire	1966
Jon Winders	BMW R100S	1979
Grant Fuller	Ducati 750 Sport	1973





Technical Tip

Grant Fuller

This technical tip is for owners of bikes in the Pantah range, Bevel Supersports, MHR and the few Darmahs fitted with SS swingarms.

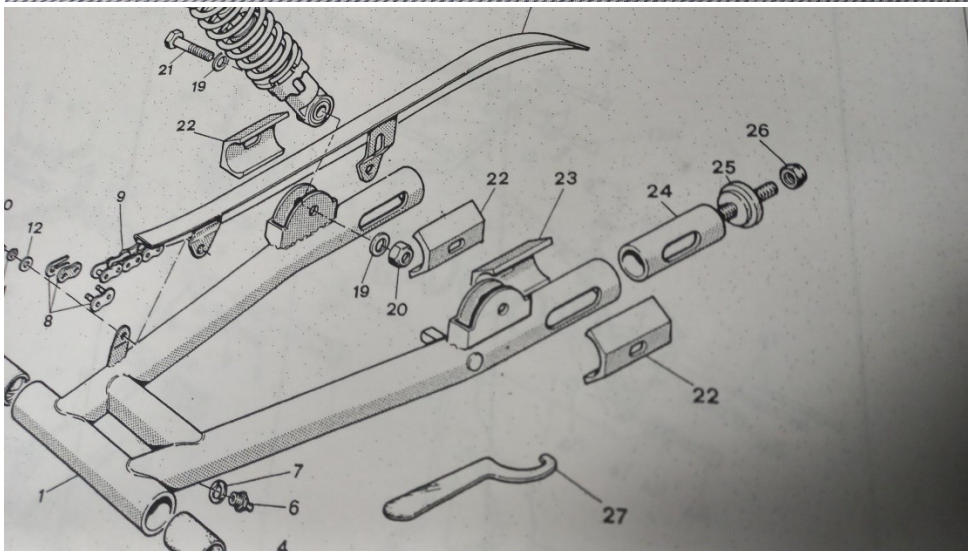
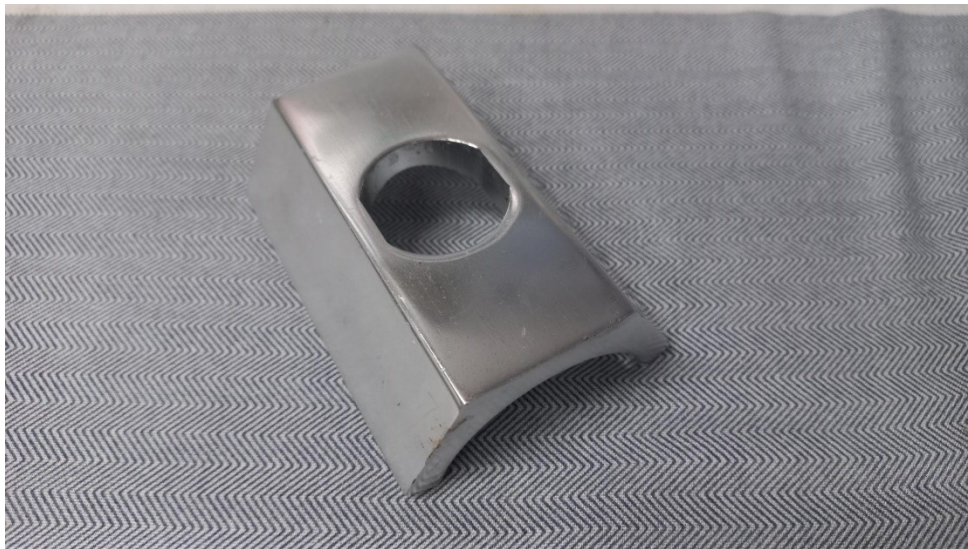
It concerns the aluminium axle clamps on the swingarm, that clamp the axle and rear wheel in place.

There are 4 of these fitted to the bikes, and they appear to be all the same, but this is not the case.

There are 3 that are 6.5mm thick (part number 0795-40-060) and 1 that is 5.0mm thick (part number 0797-40-065).

The thinner clamp must always be fitted on the inside of the swingarm on the disc brake side. Failure to do this will make fitting of the rear wheel extremely hard, as there is not enough clearance.

Also ensure that the corresponding axle sleeves are correctly fitted on each side. These also differ



Note. 3 of item #22, but only 1 of item #23

V2 STREETFIGHTER

Ross Burke

I'm booked on the Tassie ride and was getting a little nervous about the range of my Hypermotard fuel tank, let alone rubber remaining on the tyres. Last time in Tasmania I ran out of fuel trying to get back to the long lunch outing, we got a little ambitious with the fuel tank range.

So, I thought one way to solve both problems and save tyre money would be to buy new tyres on a new V2 Streetfighter, win win.

Great motorbike but doesn't come in S version, I need to add a few special bits.

Typical Ducati though, I've never bought a Ducati with decent mirrors yet, does this say something about Italians? The mirrors have plenty of lateral movement but very little up or down movement, do Italians think everyone is built to their proportions. The mirrors screw into clutch and brake lever mounting brackets and any rotation of levers gives you great viewing of birds in trees as you ride past.

I've clocked up 1000k now and had my 1000k service by Doc, did most of this on Terry and Jeff's run to Eden, a great ride and if you didn't get a chance to participate, I'd highly recommend joining if Terry and Jeff organise it again. Some great roads, good coffee shops, good accommodation and refreshments at the pub.

I ran the bike in using various rev ranges from 0 to 6,000 revs (temporary rev limiter) reset now to 11,000rpm. Needless to say, I hit the temporary rev limiter a few times.

With Öhlins shock absorber installed and Laurie's expertise in setting up the suspension the bike handles very well. At this point I'm very happy with the beauuuutiful V2 Streetfighter and would recommend to anyone if you're thinking about a Streetfighter, give them a go.



So When Will...

Craig Evans

There are those puzzling eternal questions that have baffled mankind for ages - The meaning of life? The origins of the universe? Why did they make yellow bikes? How does the guy that drives the snowplow get to work in the morning? And the most baffling of all - When will the Strudel be back on the road? All important questions and for the first four questions, just like mankind I have absolutely no idea. For the latter my standard answer has always been – ‘a day closer’ to which most people roll their eyes and move on.

For the past...? I have actually forgotten exactly when it went off the road, I do know it was BC (no, not quite that long ago, but definitely Before Covid). The exact reasons for how it got there are not that important, lets just say it was electrical gremlins in a 100,000 plus kilometre early noughties bike and the wiring loom was the most likely culprit.

I had great intentions of fixing this myself, all I had to do was replace the wiring loom. How hard could it be? Well for someone who remotely knows what they are doing and possesses the confidence to follow through with their intentions, probably not that hard at all. For a serial procrastinator with a strong fear of failure (aka ‘issues’) quite difficult, I think, maybe?



The before shot – in Superleggera form

I made a start on the work back in 2020, I think, and did make some initial progress. Then retirement loomed (pun not intended) and I thought we'll knock this over real quick once I stop work. Yeah right, the only work on the bike was wheeling in and out of the garage when I needed the space to do something else.

Fast forward to 2023 and I start to take real notice of our hard working (?) south coast correspondent, Terry, and his extremely competent and trusty Monster 1100S. Not sure everyone would have the same opinion, but I think that particular bike/model just about covers everything you could want in a bike; it handles well, is comfortable (well it looks comfortable) and has a nice simple, grunty, 2 valve air cooled engine. To me it made a lot of sense, even to the point I started thinking how good it would be to have something like that.

After waking myself up with a few uppercuts, I realized I did actually have 'something like that' and it was sitting in my shed in parts and under a dust cover. I just needed to do something about it. After a few conversations with Doc (Canberra Motorcycle Doctor), a plan was hatched to not only replace the wiring loom but to 'recommission' the bike as it had not turned over for quite a few years.

The Strudel was booked in for late January 2024 and the work completed not long after. So to answer that particular eternal question of 'when will the Strudel be back on the road' – not only is it a day closer, but that day has actually arrived. Hopefully by the time you read this you may have already seen it out on a club ride (well no, not yet – but that is also a day closer!). For those that have only been club members for 4 or 5 years (?) you may think that I have splurged out on another retirement purchase – no, this year marks twenty years of ownership and over 100,000 kays – you just haven't seen it for a while, or maybe never.



The after shot – in Super Strudel form

Now that I have dribbled on for a while, I do need to thank a few people for getting the strudel back up and running. Michael Fuller for helping me navigate through purchasing a suitable replacement loom – well actually Michael found it for me and told me what to buy – thanks, that was much appreciated. Terry for turning up to rides on a nice simple air-cooled 2 valver, which prompted me into some sort of action and lastly Doc for taking my bike, loom and assorted bits and resurrecting the Strudel. Thanks.

Footnote – since writing the initial article I have been able to have a few rides on the strudel and a few things come to mind.

You know you haven't ridden a bike for a while when you have to consult the owners manual because you've forgotten how to reset the trip meter!

Everything is so mechanical. This comes after however many years of only riding bikes with light, wet clutches, 'ride by wire' throttles and quick shifters.

I'd forgotten the intricacies of starting a 1000DS strudel. The press of the starter button, you don't continually press the starter, it just cranks until it starts, or it doesn't start and you repeat the process – and maybe again - and the cranking is slow and noisy.

The 2 valve motor is responsive from very low down, which is very different from everything else I've been riding – all the others need to be rev'd.

I'd forgotten how different the sitting position is – you sit very high, essentially you are sitting on top of the fuel tank and the bars are close and low, especially when compared to the Tiger. You get use to it, but it's just different to everything else.

It turns a lot quicker than a Tiger Rally Pro.

The Staintunes still sound good.

Now to just get on with enjoying it being back on the road and the delight in having 3 running Ducati's – now where is that piece of wood.

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.

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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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