

# Monthly Newsletter

October 2024

Keep up to date at:

[canberradistrictducaticlub.org.au](http://canberradistrictducaticlub.org.au)

Canberra and District  
Ducati Club meets at the  
Harmonie Club on the 2nd  
Monday of the month at  
7.30 pm.

The meetings are a great  
way to catch-up with club  
members; hear what has  
been happening in the club  
and to have your say.

Next meeting

**Mon 14<sup>th</sup> October 2024**

The newsletter is for  
members so if you have  
photos, been on an  
interesting ride, have a  
story to share or have  
things to sell then please  
email the editor.

Save the date  
Corinary Rally  
11-13 October



Economy Run



Ride reports,  
tipping &  
upcoming  
events



Reminder AGM  
Monday 14<sup>th</sup>  
October



# Vice Presidente Aggiornamento

## Ottobre 2024

One last time, eh? It has certainly been a different year.

We started with the passing of a long-time clubman and friend, Steve Hopkins aka Hoppo, aka an easy target. The ride up for some of us was a good time to reflect on what Hoppo meant for the club and the things he did for it. I personally reflected on how none of you would have had to deal with me if not for him and Marilyn making the effort to invite randoms on your club rides. I am sure there would be some who would bring him back to have words with him knowing that!

A decent few of us took a small boat ride in the midst of a trip to explore Australia's South Island. That was a pretty awesome trip in the main! We got to ride some amazing roads, see some great things and a couple of us even tasted their way around the state! This was, of course, punctuated by unfortunate events and tragedy as some bikes could not make the whole journey for various reasons (not to mention Ross' 200% strike rate on avoiding Mansfield).

We had the first presidential resignation and succession question in the club's history. Some people are probably still looking to make sense of it all, especially seeing as our Secretary outed the outgoing president as having 'reasons' that were 'personal' for his choices. This led to a few changes and has seen us in a form of holding patten for the last few months while we head for the AGM. It's only moments away now.

We have had an NDR thanks to the awesome efforts of DOCQLD who put on a great show. It was awesome to catch up with some old friends, make some new ones and discover a whole new meaning to the term 'Goat Track' which was on liberal display across the weekend. In addition to the DOCQLD team, I take my hat off to all the past and present members of CDDC who made their way to QLD to enjoy the ride. A specific mention goes to Carolyn and Shaun who leapfrogged riding the one bike up all the way from Yass and back with a second bike on the trailer (either as a spare or in case no one wanted to ride home, I am still unsure).

We saw the revival of the CDDC Economy Run. It was a modest affair all things considered, but we are hoping for growth in future years. Hopefully, some refinement to our communication and presence online and in the real world will entice more future participation.

In reflection on the more business as usual aspects of the club's work: we have some good things we have achieved, and some lessons learned.

The Autumn Leaf rally was a good show (as usual). It was worth going along so I could say I did it once and it was awesome to see people having a great time camping in the cold. It was even better seeing Alan Cory having to pull his bike apart to fix it (presumably all because he painted it yellow). Maybe we will see a better turn out for the Corinary Rally this year and maybe a couple more people doing a day trip for a ride to sample some of Taso's great food offering.



Ducs on the pond continues to attract a crowd. Clearly lots of the club wants more latte and less kilometres. I'll take my hat off to Craig for finding a way to get more attendance at a club event. I know I struggled with this when I last held the role of rides co-ordinator.

We have had some feedback from people to the question last posed from our outgoing president. I would like to say it has been thought provoking, but it hasn't. It is much the same as we suspected (which is validation in a way) but only highlights we have a less-than-ideal culture that doesn't encourage members to turn up and give things a go. Oh well, maybe something the incoming committee will want to address.

With all of the reflecting out of the way, time to look forward! I will be stepping down to focus on my work and upcoming wedding and I am sure you may have heard there are some other people looking to call it for their participation at this point.

Hope you plan to be at the AGM where I will reiterate these things for those who didn't read the newsletter.

Ciao,

Rhys



## Prossimi appuntamenti - Next Events

Here is the latest calendar of CDDC 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 - [www.canberradistrictducaticlub.org.au](http://www.canberradistrictducaticlub.org.au)

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.

If you would like to lead a ride of your choice or have a suggestion for a ride, please email [ridesdcdc@gmail.com](mailto:ridesdcdc@gmail.com). Aside from these planned rides, I encourage everyone to check events via the club website or Facebook page for casual short rides.

October 2024	
<b>Sunday 6<sup>th</sup></b>	<p><b>Wee Jasper</b></p> <p>A nice and easy ride out to the Wee Jasper Distillery for lunch.</p> <p>Meet at McDonalds Weston Creek (on Kirkpatrick St) and head out to Wee Jasper via Mountain Creek Road and Wee Jasper Road. Meet at 10 for a 10.30 start.</p>
<b>Friday 11<sup>th</sup> - Sunday 13<sup>th</sup></b>	<p><b>Corinary Rally</b></p> <p>The Club is once again hosting the Corinary Rally. Even if you're not an avid rally goer, come out for a Saturday ride through the Cotter and stop for lunch.</p> <p>The rally will be at the usual location – Woods Reserve (off Corin Dam Road) – there will be signs posted from Tharwa and Cotter.</p> <p>There will be catering from Saturday lunchtime.</p> <p>More details up on the Club website and rally tickets are available online on the Club Shop.</p>
<b>Monday 14<sup>th</sup></b>	<p><b>CDDC Annual General Meeting</b></p> <p>The CDDC AGM is scheduled for Monday 14<sup>th</sup> October at the Harmonie Club, Narrabundah.</p> <p><b>All Committee positions will be open.</b></p> <p>The October monthly meeting will be held from 7.30pm. After a short break the AGM is scheduled to start around 8.00pm</p> <p>Meeting starts @ 7.30 – eats from 6:30 for those who want to grab a meal before the meeting.</p>

<p><b>Wednesday 16<sup>th</sup> - Thursday 17<sup>th</sup></b></p>	<p><b>Overnight Ride to Grenfell</b></p> <p>This is our first mid week overnighiter for the year.</p> <p>Meet at Coronation Park, Yass at 100.00 for a 10.30 start. Start point is in the middle of town where the Visitor Information Centre is located.</p> <p>Wednesday, ride to Temora for lunch via Harden, Wallendbeen, Stockinbingal and Springdale. After lunch continue to Barmedmen, Bimbi then Grenfell.</p> <p>Thursday, ride from Grenfell to Cowra, then on to Young for Lunch. After lunch, ride to Wombat, Harden, Binalong, Yass and back to Canberra.</p> <p>These rides are targeted at Club Registered Bikes, however all are welcome.</p>
<p><b>Sunday 20<sup>th</sup></b></p>	<p><b>Ducs on the Pond Oz MotoGP Special</b></p> <p>An opportunity to meet up for a coffee and chat. Since it's also the Australian MotoGP round the plan is to follow up coffee with a simple ride and lunch at the Harmonie Club in Narrabundah to watch the racing on the big screen.</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>
<p><b>Sunday 27<sup>th</sup></b></p>	<p><b>Taralga</b></p> <p>An easy ride over to Taralga for lunch.</p> <p>Meet at The Little Sutton Bakehouse, 10 for a 10.30 start.</p>
<p><b>Thursday 31<sup>st</sup></b></p>	<p><b>DOCV Track Day – Phillip Island</b></p> <p>Details can be found on the DOCV website.</p>

## November 2024

<p><b>Saturday 9<sup>th</sup> – Sunday 10<sup>th</sup></b></p>	<p><b>Phil Goldarce Memorial Ride</b></p> <p>It's that time of year again and one of our feature rides of the year is here and once again we'll be heading fo Corryong. We'll take the usual route, Adaminaby, Tumut, Tumbarrumba, Jinjelic, Tintaldra and on to Corryong. The return trip will be via Khancoban and the Alpine Way.</p> <p>You'll need to look after your own accomodation for the Saturday night. The main options are Corryong Hotel Motel (02) 6076 1004 or the Mountain View Motel (02) 6076 1766.</p> <p>We'll have a support vehicle for the ride.</p> <p>Meet at the Hume Ampol on the Monaro Highway Saturday 9<sup>th</sup> for an 8.30am start.</p>
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<b>Monday 11th</b>	<b>CDDC Monthly General Meeting</b> 7:30pm @Harmonie Club Narrabundah. Meet in the Keller Room – our normal meeting place. Meeting starts @ 7.30pm. 6:30pm for those who want to grab a meal before the meeting.
<b>Saturday 16th</b>	<b>Australian Historic Road Racing Championships – One Raceway – Goulburn</b> A ride out to One Raceway near Goulburn to take in the Saturday of the Australian Championships. As I write this, I don't seem to be able to find a program schedule, so keep an eye out for details.  It will be an early ish start to make the most of the day
<b>Sunday 17th</b>	<b>Ducs on the Pond</b> An opportunity to meet up for coffee, chat, and a ride if people are up for it.  Meet for 10am near the Jetty Café – Queen Elizabeth Terrace near Commonwealth Place, Lake Burley Griffin (down behind Questacon and the High Court)
<b>Saturday 23rd</b>	<b>Batemans Bay Ride</b> The weather should be right for a little run down to the bay for lunch. Meet at Gunna Doo Bakery, Bungendore at 10am for 10.30 start.

**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.

*Craig Evans*



## Ride wrap up

Craig Evans

Another month and we're now into spring, arguably one of the best times to be out riding your bike, or at least, that's what I think. Hopefully over the last month or so you've had an opportunity to get out and enjoy what your bike has to offer. There have been quite a few rides through September, so this will either be a recap of what you got up to or a summary of what you missed.

Back at the beginning of the month there was the scheduled club ride out to Jugiong and lunch at the Sir George pub. Traditionally this has been a good little ride and well attended. Including a nice stretch of quiet winding backroad, with a nice old pub with decent food for the lunch stop. Unfortunately, I had a prior engagement and couldn't make this ride – so not much for me to say on this, except look for Al Corey's ride report elsewhere in the newsletter. From what I heard, probably one of smoothest run club rides to date!

We'll that gets me on to the 'prior engagement'. Terry and Jeff, the brothers Riddle, had organised another one of their Riddle Ride Weekends. Apparently, it was their birthday, who knew they were twins? Surprisingly, these rides tend to happen about the same time each year, go figure.

This time the ride was to Mallacoota, if you don't know it's on the south coast just over the border in Victoria. Or if you're Victorian, it's probably considered to be on the north coast. Again, there should be a more detailed ride report elsewhere from Terry.

From my part it was a great weekend, good roads and good company.

Unfortunately, there were a few hiccups along the way, one rider getting a nasty bug in the eye, someone else inadvertently entering into a sponsorship arrangement with the NSW Highway Patrol and getting a 'don't come back for 6 months' request and then there was the broken clutch issue. But then again it wouldn't be a Ducati club ride if it all went too smoothly.



Next up on the calendar was the mid week ride to Young, and as luck would have it this one is also written up elsewhere in the newsletter (an aside here – it's great to see the increasing amount of contributors to the newsletter). One thing I'll say here is it's nice to be joined on these rides by the guys from Cootamundra. They know their backroads and each time I've come along I'm getting to see more and more of the backroads options the area has to offer.

Then there was Ducs on the Pond. Being a Sunday in spring, the sun was out, and the weather was pretty good – particularly compared to what we get in a Canberra winter. It was good to catch up with the usual crowd, plus a few not so regulars. It was also good to see Taso getting the Panigirle out for a short ride. Might have to make a few club rides wholly contained in the ACT over the next few months so Taso doesn't forget how to ride.

The end of the month brings us up to the rerunning of one of the clubs' old traditions of running the Economy Run. This event had been a while in the making, and while it maybe wasn't as big as we had initially intended, I'd still like to call it a success. While we only had 9 people participate in the ride, we had maybe double that in attendance and helping out – which was great to see. I really appreciate the effort put in by those involved. Then there were the positive comments from both those on the day and social media. So, watch this space, it won't be the last running of this event.

As I write this we are already into October, so I figured I may as well cover off what we've done already for this month. Who knows, my 'old timers' might kick in and by the time the next newsletter comes around I might have forgotten already. Now where was I?



Ah yes, I ventured out to the opening of One Raceway (or the raceway formerly known as Wakefield Park) to watch the Saturday's Oz Superbike meeting practice and qualifying. Technically this wasn't a ride, as I took the Amarak, but there were bikes involved so it's worth mentioning here. What can I say, the new owners of the track have poured a lot of money into revamping and upgrading the track and facilities. A massive improvement over the old establishment.



When finished the spectator areas will be greatly improved, with better viewing areas and much easier moving between areas with proper paths. However, the changes to the track layout and surface are the biggest changes. The re-profiling of the corners at each and of the pit straight have transformed the track. Gone is the clumsy off camber last corner hairpin, now replaced with a bit of a left-hand kink dropping into a multi apex speed bowl type corner before rejoining the pit straight. A spectacular change and now surrounded by the high earth banks doubling giving a great vantage point for spectators.

It's also mentioning the changes to the track allow it to be run in either direction – just not at the same time – and to demonstrate that they had Broc Feeney doing laps both ways on Saturday. It did look weird seeing someone going the 'wrong' way.



I would have gone back out for the races on Sunday but there was a club ride to be had, and the ride co-ordinator's job is never done.

Even though the weather was not looking the best on Sunday, there were six of us at the start point. It was great to see a few of the old crowd coming out again for a ride and especially good to see a new member coming out for their first club ride.

Hopefully, we didn't scare anyone off. Being a long weekend with obligatory double demerits it was planned a cruisy ride on some quiet backroads. It was certainly cruisy, but not what I would call quiet. Lots of traffic coming the other way, mostly four-wheel drives, and camper trailers, it was almost like they were evacuating the Brindabellas for some reason.

Then there was the, I think, six Police vehicles, including two highway patrol cars rolling into the Wee Jasper CBD. Maybe they do look at our website, or possibly those facebook posts we do these days...Or maybe they were on the look out for a little Greek guy on a panigirlie?

Anyway, it was a nice little ride. Very much a strudel type of ride, so my hat goes off to Jeff Piper for keeping the panigirlie contingent represented. Then again, he might consider it an easy ride on a 959, last year he rode his 748R.

Anyway, I think that is enough of my dribble for this month. Lots more rides coming up so keep an eye out for something that floats your boat, er or bike.

Hope to see you out there.

Craig





## Economy Run 2024 wrap-up

Sorry if you got all excited there, no this isn't a political article on the current state of the nation, if it were, I'd only be getting Taso all worked up about greenies and lefties ruining the country. No this is a bit of a wrap up on the recent resurrection of the club's Economy Run.

For those that haven't been around too long, the Economy Run was traditionally a big social event open to all comers with many other ACT clubs coming along for the ride and BBQ afterwards. Over time numbers declined and we stopped running it quite a few years ago.

A year or so ago we decided to resurrect the Economy Run to look to raise the club's profile as well as increase club participation. After a bit of a false start, we finally got it up and running on the last weekend in September.

To gauge it's success we need to go a little deeper than pure numbers. On the surface we had 9 people participate in the ride and there were probably close to double that number attending on the day to help and observe.

While those numbers don't necessarily reflect a roaring success, I'd like to reflect more on the smiles on the faces, the laughing and joking of those there, the positive comments from people on the day as well as on facebook.

To me that means more than pure stats on a piece of paper, and if I take some words from Paul Kelly, 'from little things, big things grow.' So, I think we'll be doing this one again, who knows where we'll get to, so come along for the ride





Anyway, enough of the deep and meaningful. Before I get into this year's event I should probably try and explain how it actually works.

The ride is over a set course, in this case it was approx 82kms, from the servo in Conder via Tharwa to the car park at the old cotter pub and back the same way. All competitors fill up their tanks to set mark, we had a bespoke technical device manufactured to ensure a standard level – basically a piece of bent wire to measure the depth in the tank. Start and end times were recorded for the calculation. When riders returned from the ride they were refuelled to the same level, giving the amount used. Then there was the calculation.

I may have this wrong, but I believe the all-important calculation comes from our esteemed ex editor and passed member Peter Yeend – it is basically a time taken multiplied by fuel used calculation to give a level of economy. To keep it simple I'm going to give this value a unit of measure – I'm going to call it a 'Yeendy.'

Now back to the run itself. The idea is to be as economical as possible, not something most Ducati riders are used to doing – unless of course you ride a Hypermotard, or a panigirlie and the fuel light has come on and you're still 50kms from the next servo!

There was a good level of representation of different bikes on the day – bevels, strudels, an 899 and even a pair of Diaveli, but the standouts were the Desmosedici and of course the cat amongst the pigeons – the Honda 125. Someone actually brought a gun to a gunfight!

The action started with Mick Phillips heading off on his Desmosedici, from the tone of the motor as he headed off, I'm not sure he was really listening that intently to the briefing, oh well, maybe he had a plan? The rest left when they were ready.



It seemed like no time at all had passed before the scream of the returning Desmosedici could be heard rapidly approaching, it seems Mick had not sparrd the horses. Not too long afterwards the rest started returning, time and fuel details were taken and calculations made.

It could be said that riding economically takes a bit of a skill and commitment, but I think Bruce on the Honda had a bit of an advantage, but as they say, 'horses for courses' and he had the right horse.

On the flip side I think Mick also rode to a disciplined plan – just nothing like the rest of them. So on to the figures. Most of the crowd had a score somewhere between 220 to 280 ish Yeendys. Bruce blitzed everyone with a score of 147 Yeendys and then there was Mick with 369 Yeendys! In case you are wondering, the idea is to have the lowest score.

To put the scores another way, most used between 3.5 and 4.5 litres of fuel over the 82kms. Bruce used just over 2 litres and Mick used approx 7.5 litres. To put Mick's value into perspective, it is on a par with what I get out of my 2 plus ton dual cab 4-wheel drive!.. Although I do think he had more fun achieving that figure than I do

So, the winners of the categories were:

Best Japanese and Overall Winner – Bruce (Honda 125)  
Worst Overall – Mick (Desmosedici)  
Best Cruiser – Peter (Diavel)  
Best Historic – John (Hailwood)  
Best Italian – Mike (899)  
Best Non Red Bike – Leigh (750ss)

It is also worth mentioning that events like these don't just happen and we wouldn't be able to do it without sponsors, so thanks to the following businesses for coming on board:

Belt & Bevel, Bruce's Motorcycles, The Motorcycle Doctor, Team Moto and Canberra Harley-Davidson

And it goes without saying, but when you can, support those businesses that support us.

Also, a big thanks to Ross and Jeff for doing the registration and fuelling and of course Taso for looking after feeding everyone afterwards.

What to take away from the Economy Run. Even though the numbers were relatively small it was still an enjoyable event that everyone seemed to enjoy. We don't need to make significant profits on every event, there is a value in doing stuff for fun. I also promised myself that I wouldn't mention that two of the participants were either so excited or so focused that they forgot to pay for their fuel – so I'll keep that promise and not mention it...

Anyway, we'll look to do this again, possibly with some revisions – but we'll endeavour to keep the fun factor.

Until next time



## Mid-week ride to Young

Grant Fuller

Wednesday 18<sup>th</sup> September was a Canberra District Ducati Club weekday to Young, to have lunch at the Young Services Club.

We have done this ride a number of times before, and with the weather improving we had a good attendance by both members of the CDDC and the Cootamundra Antique Motor Club, with a total of 16 bikes.

The guys from Cootamundra met up at Harden with the Canberra members who had ridden there from Yass. The weather on the day was perfect, and the roads were quiet, as is the norm on these rides.

Mark Loiterton from CAMC led the ride from Harden, where after we went the short distance to Murrumburrah, we turned right at the old flour mill to take the Currawong Road through to Kingsvale and then onto Young.

The CDDC members on the day were:

Alan Cory	Ducati 848
Kim Tyler	Ducati 750 GT
Deb Tyler	Pillion
John Lloyd	Ducati MHR
Grant Fuller	Ducati Sport
Craig Evans	Triumph Cub

The Club at Young always makes us feel welcome and allow us to leave our helmets and gear at the front Reception desk. They also have a good range of meals and provide a good service. After lunch and a chat, the Cootamundra members headed back through Wombat and Wallendbeen, then down the old Gundagai Road.



Craig Evans was immediately attracted to this Triumph 'Knobber' Bobber. The hand crafted macrame black inflatable seat cushion and black macrame header rap really highlighted the performance of this stylish machine and definitely appealed to Craig's tastes.

According to Craig, this model is sold in Cowra as the Triumph 'Cobber' Bobber.

Craig's mouth started to water when he found out this machine was for sale.





## Ride to Jugiong

Alan Cory

I arrived at the McDonalds car park a little later than I'd planned because I did a swing past the OTHER McDonalds carpark in Weston to collect the people who had got a bit confused. Still in good time I joined the throng of bikes and riders. It seems to be the trendy spot to meet with bikes from many makes and riders of many styles. There did seem to be a lot of young blokes who looked like Valentino Rossi though. (Not actually VR though 😊 so not a brush with fame)

After the usual chat and stuffing around, Kim Tyler decided to take his 1973 750GT home, so it was left for the rest to get moving. As it was a small group the route was up for negotiation. After analysing the advantages and disadvantages of routes and destinations, it was decided to stick with a ride to Jugiong and take Mountain Creek Rd to Yass.

It was a beautiful day and Mountain Creek Road continued to improve, so a scenic amble through the green and spring flowers was enjoyed by all. From Yass the pace picked up and the sweeping curves of the Burley Griffin Way soon led to Harden.

I have been on a very nice route from Harden to the Hume via McMahons Reef Road following some of the Cootamundra club riders on a previous Ducati Club ride and thought it might be an option. It is a benefit of joining rides with other clubs to get alternative routes, as well as socialising.

Anyway, I wasn't confident I could find the way, it was getting late, and those with small fuel tanks wanted to go into Harden, so it was Harden, fuel up then head to Jugiong by the most direct route.

It is beautiful country and the early spring growth and trickling streams make watching the road more difficult, but after a short brisk run the Sir George came into view, inviting all for lunch. A great lunch and a beer in the sun after a nice ride. What would you rather be doing?

After lunch, a warmup, less exciting run down the Hume past Yass then Dalton, Gunning and home rounded off a great day.

For once, nobody got lost or took a different route and all participants agreed it was the best ride of the spring so far.

Sorry only one photo at home as I was leaving – too busy enjoying the day







## MotoGP Tipping Competition 2024

Everyone can catch their breath with a two-week break before Phillip Island on the 20th of this month. Johnno picked another podium this week, his third for the season, and increased his lead at the front. Phil follows him with Ross, Mark, and Terry further back.

Cheers Jeff



Race	PHIL	JOHNO	TASO	IAN	ROSS	MARK	BILL	SARGE	ALAN	GLEN	TERRY	MICK	MIKE
RD One QATAR 10.3.24 - (1 F Bagnaia, 33 B Binder, 89 J Martin)	2	7	8	2	5	4	2	2	2	2	5	1	
RD Two Portugal 24.3.24 - (89 J Martin,23 E Bastianini,31 P Acosta)	1	1	0	0	1	1	1	1	1	1	1	0	
RD Three COTA 14.4.24 - (12 M Vinales,31 P Acosta,23 E Bastianini)	4	0	4	5	4	1	2	1	0	0	4	1	1
RD Four JEREZ 28.4.24 - (1 F Bagnaia, 93 M Marquez, 72 M Bezzechi)	4	1	1	1	2	1	1	5	4	4	1	1	1
RD Five LE MANS 12.5.24 - (89 J Martin, 93 M Marquez, 1 F Bagnaia)	6	8	7	6	5	9	8	2	5	1	5	5	8
RD Six CATALUNYA 26.5.24 - (1 F Bagnaia,89 J Martin,93 M Marquez)	5	7	4	3	5	5	5	6	9	3	6	2	7
RD Seven MUGELLO 2.6.24 - (1 F Bagnaia,23 E Bastianini,89 J Martin)	6	6	5	1	5	1	1	6	2	1	6	3	3
RD Eight ASSEN 30.6.24 - (1F Bagnaia,89 J Martin, 23 E Bastianini)	7	9	5	7	7	9	7	7	7	2	7	6	7
RD Nine SACHSENRING 7.7.24 - (1 F bagnaia,93 M Marquez, 73 A Marquez)	1	1	2	1	4	1	5	4	2	7	1	1	1
RD Ten SILVERSTONE 4.8.24 (23 E Bastianini, 89 J Martin, 1 F Bagnaia)	5	9	2	2	5	5	5	7	7	4	8	8	4
RD Eleven AUSTRIA 18.8.24 - (1 F Bagnaia,89 J Martin, 23 E Bastianini)	9	7	5	7	7	9	5	7	7	5	2	5	2
RD Twelve ARAGON 2.9.24 - 93 M Marquez,89 J Martin,31 P Acosta	9	7	5	5	5	7	9	7	5	2	7	5	7
RD Thirteen San marino MISANO - 93 M Marquez, 1 F Bagnaia,23 E Bastianini	5	5	2	2	3	2	4	2	1	3	6	2	4
RD Fourteen EMILIA ROMAGNA 22.9.24 - 23 E Bastianini, 89 J Martin,93 M Marq	2	2	2	5	4	5	2	5	4	5	4	2	5
RD Fifteen INDONESIA 29.9.24 - 89 J Martin,31 P Acosta, 1 F Bagnaia	5	5	2	3	5	6	6	2	2	4	3	3	5
RD Sixteen MOTEGI 6.10.24 - 1 F Bagnaia, 89 J Martin, 93 M Marquez	5	9	2	5	4	5	1	2	4	3	5	2	5
<b>Total</b>	<b>76</b>	<b>84</b>	<b>56</b>	<b>55</b>	<b>71</b>	<b>71</b>	<b>64</b>	<b>66</b>	<b>62</b>	<b>47</b>	<b>71</b>	<b>47</b>	<b>60</b>

# AGM

## Annual General Meeting

A reminder for the Canberra District Ducati Club Annual General Meeting set down for 14 October at the Harmonie Club, Narrabundah. The October Monthly Meeting starts at 7.30pm in the Keller Room. Following a short break the AGM is scheduled to commence at 8.00pm.

All committee positions are open for nomination. For anyone interested in running for committee positions, the nomination form is available on the club website. The form sets out the nomination information and process.

**Completed nomination forms to be emailed to [secretary@cddc.org.au](mailto:secretary@cddc.org.au) Nomination forms must be received by 5pm on Sunday 6th October 2024.**

It's worth mentioning that to participate in the AGM or run for a committee position you'll need to be a financial member.

Executive Committee Positions available at the 2024 AGM are:

- President
- Secretary
- Treasurer
- Vice President

Additional positions available

- Membership
- Ride Co-ordinator
- Public Officer & Privacy Officer
- Merchandise/Regalia
- ACT and NSW Historic Motorcycles Registrar
- Webmaster
- Editor



## The Big Lap – Part 2

Mick Phillips



As I sit in my spa reflecting back on a fantastic trip around Australia, I start this from Port Hedland, which is a very busy 24/7 place, very hot and noisy and not really a tourist destination, just a stop over to get you on your way.

I then headed for Kununurra but only made Warmun, a small aboriginal community. Getting up the next morning things could of swung really bad for me as I had accidentally dropped my credit cards in the shop unknowingly but a local kid picked them up and handed them in, I was very thankful to him.

There was a local guy doing helo flights over the bungles so off I went, it was awesome and well worth doing.



Riding the hard way – Macca had already done  $\frac{3}{4}$  of Australia, I still can't comprehend doing it this way.



I then rode on to see Lake Argyle, a big ride and it was 40 degrees so wearing my great rukka suit was ok while moving but felt like I was getting slow cooked off the bike, so I jumped in the river in my kit and that was the best thing.

I'd booked at Katherine that day so still had a way to go, turned out the scariest ride I've ever done as I got caught after sunset in total darkness with black pigs running across the road, wild cows, horses, skipplies and rats I counted every km until Katherine.

Turned out I'd taken the key from Warmun and had to post it back, if you have ever heard of Katherine gorge it is a good tour to do.

Leaving Katherine I headed for Darwin, my chain and rear and front tyre were too gone and needed a change to allow me to head east. I had friends in NT so I stayed almost a week up there enjoying lots of beer, if you get a stubby and don't drink it in 3min it will be warm.

Leaving NT I headed to Daley Waters a great stop over and I'll be back, the owner also has a great motoring museum.

Next stop the Barkly caravan park heading to Townsville, nothing much to report here as its a boring ride. Visited some friends in Townsville then started south, a truck had blown up carrying ammonia nitrate, closing the Bruce highway. Luckily for me I had headed inland and started rounding out my bikes tyres again.

Got into the Gold Coast to see a mate who then took my riding out in the hills on Sunday, I can't tell you how many motorcycles I saw that Sunday, all invading towns and having breakfast definitely different from a cold pie at Tharwa.

Getting home sick now, so I rode all the way to Coffs and then Newcastle not going anywhere near the highway, it was a fantastic ride.

Last day of ride down to Canberra, back home at last. I really missed home but an awesome trip if you're thinking of it. If I went with someone else, I'd of probably have taken twice the time but solo bike riding has its advantages and disadvantages as I found out. 17500km completed and the multi was fresh as, but wanting a service from Doc.

Ciao, Mick











## Tarcutta Tiddlers

Michael Fuller

A few CDDC members headed down to Tarcutta NSW, late September for the Tarcutta Classic Vehicle Club Tiddlers run.

There were 66 "Tiddlers" entered on the day. To qualify the bike needed to be less than 250cc and older than 30 years. There were a few larger and younger bikes there ridden by the corner marshals and organisers. Bikes ranged from chook chasers, classic Japanese road bikes, British, and continental European. There was even a pair of Heinkel Tourist scooters.

From the CDDC Grant was on his 1949 125cc CZ, topping 4 horsepower. Michael riding with Angelika pillion on Grant's Jawa 559 250cc from 1962 towing a PAV 41 trailer.

Starting off it was a bit grey and overcast, with the destination being Rosewood via Tumbarumba for lunch stop all via minor back roads and C roads.

Setting off was good with the smell of a lot of 2 stroke oil in the air. The group spread out as some of the faster trail bikes and the FZR and NSR got to the front of the group early and many of the older bikes sitting together on the long uphill pulls.

About bit way in the ride there was some drizzle, and the temperature dropped quickly. I thought it was just me that felt cold, but at the lunch stop it was apparent most people felt the same way. Lunch was a BBQ put on by the club and part of the entry fee, there was a small fire to help warm up too though the air temp had come up a bit by then anyway.



After lunch, the group set off again, back to Tarcutta, but via a different route (Humula and back), which were idyllic rolling hills and small roads with no traffic.

Meeting back at the RSL in Tarcutta, we loaded up the bikes and bought a beer. There was an evening dinner at the RSL and some of the entrants also camped overnight (Angelika and I headed back to Wamboin as we had stuff booked for the Sunday). Total was just over 150km which we sat on or just below the speed limit the whole way anyway. It does make you question the 150+ horsepower road bikes that are produced if you can still ride at the limit on 4 horsepower.



I really think it's a nice way to get around on a bike sub 250cc. You get to see the countryside feel what's going on around you, and everybody there was up for a chat. There is another Tiddlers ride coming up in November, apparently from Gunning to Collector on back roads. I'm certainly going to do my best to get there.

## Sidecar Testing

Michael Fuller

Hardest thing I've ever done.

As you're probably now aware, Angelika and I are having a little boy at the end of December. Angelika is now off the sidecar (Short term), which means I've stepped up to be passenger. I've offered that I can do testing but I'm possibly not the right person for the job for racing.

We took the sidecar up to Pheasant wood for a track day to test out some changes to the brake configuration and so I could get a feel of what I need to do and when. Testing hand holds and moving front to back in the pits is absolutely nothing like what it's like on the track.

The first session out it was a reality shock to the forces to actually more around and the time you have to move from the far front of the outfit hanging out, to the rear of the machine and hang out the other side. Whilst you're moving from the right side to the left, you have the G force pulling you in or out off the platform as well as the force from braking into a corner, or accelerating out of the corner, either trying to send you over the front or out off the back of the platform.

I think the best way I can explain the sensation is being on the most intense roller coaster you have ever been on, but you're not strapped into it, but rather on a platform with 3 hand holds and you have to move around in the same direction it's going to balance it out otherwise you crash. You experience none of these forces on a solo bike, as you are pushing the tyre, your bum, and your weight down into the track surface as you lean. It makes getting around a track on a solo feel easy.

I have heaps of respect for Angelika and how hard she works as passenger on the sidecar, considering how fast they go, and she needs to hang out so much further being so much lighter.

I think people should have a go swinging on a sidecar on a "Come and try day" which are run a couple of times a year, just to get an understanding on what is involved. I'm glad I've given it a go, but I'm also very glad that Angelika will be back on it as soon as possible.

We have testing on Monday at One Raceway, and from there I'll discuss with Ray if he wants me there for the racing, or if he'll look for someone else.



## Mallacoota Ride

Terry Riddle

The ride got underway at Bungendore on time, with Taso 1299, Craig 959, Rosco V2 Streetie, Jordie 859, Bryce 1200 Multi, Darcy hired 700 Yammie and Darcy's mate, Aiden on hired 1000 Honda (note to one's self, DO NOT buy a ex-hire bike, the boys thrashed them to within an inch of their lives) all meeting Chic on his Multi for a damp ride down the mountain to Mogo for a fuel stop, and be joined by oneself on Monster 1100S.

The weather had improved by Mogo and continued to improve all the way to Mallacoota where we arrived in warm sunny conditions.

After leaving Mogo we rode along George Bass Drive to Moruya where we met with Casey Honda 250RR and his mate Tiny Tim, who's actually classified as a giant funny enough, which I think means over 213cm tall, at any rate he makes his Kwaka 900R Rat Bike look very small indeed.

So that made eleven peeps on bikes enjoying the ride and company. Next stop along the way was Fish n Chips at Bermagui then onto Eden for another fuel stop before a spirited ride to Mallacoota.

The pub food that night was pretty darn good and went down well with much red wine. After dinner we retired to a Motel room for the Sprint Race and a bourbon or two... Well, we were celebrating a couple of birthdays.



The following morning after having breakfast at a nice café over the road and a fuel top-up, we headed north to ride the Imlay Way... and this is where the trouble started.

Firstly, Jordie's eye ingested a nasty bug that stung - which had most bikes wait an hour or so until we regrouped at the Imlay turn-off.

Heading off saw a bit of an, errrr.... "No, you're not passing me" attitude until the leader on a very fast 1299 had a long chat with a Granny Killer. The cop must have taken a liking to Taso and let him off very lightly.

Again, we regrouped at Bombala where the Monster had a clutch issue; the nut holding the pressure plate and clutch basket came loose, far enough for the pressure plate to rub against the clutch cover. A remedy of sorts was applied, and the bike made it home.

By the time we split up at the Brown Mountain/Coast intersection where Casey, Tiny and myself turned right and the rest left, we were all pretty much over the days ride. Especially since the guys heading to Canberra had to contend with a howling head wind and the crap that's Cooma to Canberra.

Thanks to all that came along, eleven bikes for an over-nighter is an excellent turn out and we all mostly had a very enjoyable ride and weekend away.

I'll come up with another ride down this way when the weather warms up, so a 'Summer Run' or maybe back to Corowa (Corryong for Mick) so watch this space.





## Track Day – One Raceway - Goulburn

Michael Fuller

You guys missed out on a one of the best run track days. One Raceway is now open and after the Australian Superbike round over the weekend they also held a motorcycle track day.

It is now better than Phillip Island for the following reasons. Its value for money, considering it's a new perfect surface heaps of run off, much better cornering lines and setup and the amount of infrastructure that has been put in. Its only just up the road from people in Canberra, meaning you don't have accommodation costs and extra days off work.

Less risk of poor weather, as Phillip Island is very miss and a bit hit for knowing what the weather will be at any time. The people at One Raceway (Just like Pheasant Wood) work hard to run a great day. This makes it an amazing package for a race circuit that we are lucky enough to live very close to.

We entered and took the Period 4 Honda sidecar out for some brake bias testing and gain some track data as well more passenger training. We'll be entering in the Historic National Championship at One Raceway in November. Also of interest, the first ever sidecar around the brand-new track (Even though the silhouette is the same as Wakefield, it's a very different track!)

With also the "Passion" and "Racing Pedigree" of Ducati, there is now no excuse to get a speeding ticket when you have a worldclass racetrack right on your doorstep to get that speed fix. Support your local circuit!



## Bits and Pieces

### Advice from the Council of ACT Motor Clubs

I have had some enquiries concerning who may drive a vehicle registered under the CRS. The following ensures the registration and TPP insurance remains valid. I understand other states may have different rules but these apply to vehicles registered in the ACT.

### WHO MAY DRIVE A VEHICLE REGISTERED UNDER THE ACT CRS

Any driver with a current Australian Drivers Licence may drive a vehicle with ACT plates issued under the Concessional Registration System.

However, the MOU requires the vehicle logbook to be completed before any journey begins so if there is a change of driver during a trip, the logbook must be completed again with the new driver's name and signature.

So, in the case where the operator/owner starts off in the morning on a private or club run and another person takes over sometime during the day, the next line in the logbook must be completed with the appropriate details and the signature of the new driver.



DOCV newsletter <https://www.docv.org/club-magazine>

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DOCQ newsletter  
[https://drive.google.com/file/d/1gFZExG05vq--aCCyKL0jXuzX\\_dzCy9rv/view](https://drive.google.com/file/d/1gFZExG05vq--aCCyKL0jXuzX_dzCy9rv/view)

Leigh has seen through a couple of interesting articles.

### Transformation 1975 Ducati 860 GTE

<https://www.motorcycleclassics.com/classic-italian-motorcycles/1975-ducati-860-gte-zmmz16mjzhur/>



### Ducati DesertX Off-road review

<https://www.cycleworld.com/story/motorcycle-reviews/ducati-desertx-off-road-review-2023/>

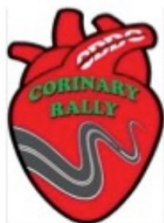


Nigel has seen through details for the Millthorpe Bike show at the end of October



## Upcoming Rally Event

**CDDC**  
CANBERRA DISTRICT DUCATI CLUB



11 to 13 October 2024

Woods Reserve – off Corin Dam Road ACT

Sign posted from Tharwa and Cotter

Catered from Sat 12<sup>th</sup> Lunch by the infamous CDDC Latte Sipping  
Catering Division & Starring Chef Taso

Firewood & Real Dummies

BYO Alcohol

\$30 @ Register – [canberradistrictducaticlub.org.au](http://canberradistrictducaticlub.org.au) SHOP

\$35 at the gate





## Upcoming Historic Racing Event

Come and spectate at some historic racing. It a great day out and there are usually displays and easy parking for your historic vehicle, you can wander the pits, paddock and usually most of the way around the track.

Closer to the dates, these will be added to the club newsletter dates so you can ride your classic to the event on your logbook.



**MOTUL** **PIRELLI**

# 2024 AUSTRALIAN HISTORIC ROAD RACING CHAMPIONSHIPS

PRESENTED BY **CMRC**  
CLASSIC MOTORCYCLE RACING CLUB

1

ONE RACEWAY

14-17 NOVEMBER • ONE RACEWAY • GOULBURN NSW •

[WWW.CLASSICMOTORCYCLERACINGCLUB.COM.AU](http://WWW.CLASSICMOTORCYCLERACINGCLUB.COM.AU)

The poster features a stylized illustration of a motorcyclist in a white racing suit and helmet, riding a vintage motorcycle with a red number '1' on the front fairing. The background is black with yellow and white motion lines behind the rider. Logos for Motul, Pirelli, CMRC, and One Raceway are included, along with the Australian Government and Environment logos.

# DOCV Track Day - 31 October - Phillip Island

DOC Victoria has extended an invite to their next Phillip Island Track Day.

If you've been to a DOCV Fun Day you'll know this is so, if you haven't, this is your opportunity to ride on an internationally acclaimed Motogp track, and to find out what your bike can really do.

The day will be run under an MV permit, so if you do not have a current annual MA or MV licence, you will need to purchase a One Event Licence before the day. Riders will not be allowed onto the track without one. Allow around \$38 for your OEL.

**Head over to [www.docv.org](http://www.docv.org) to register,.. Don't miss out on this opportunity to ride PI!**

## Phillip Island Fun Day - Thurs 31 Oct 2024

Start 31 Oct 2024  
7:30 AM  
End 1 Nov 2024  
5:00 PM  
Location Phillip Island Grand Prix  
Circuit  
Spaces left 59  
Registered [41 registrants](#)

### REGISTRATION

• **Club Members Only (From September 22) [No MA Licence included] – \$340.00**

If you are a DOCV member only from September 21, 2024

• **Interstate DOC Members Only (From September 22) [No MA Licence included] – \$340.00**

If you are an interstate DOC member only from September 22, 2024

Please provide details of the club of which you are a member in the final field of the registration form

• **Non Member Registration (From September 22) [No MA Licence included] – \$360.00**

If you are not a DOCV or interstate DOC member, please use this option



[REGISTER](#)

After a hugely enjoyable event last December it's back - make sure you register for the best Phillip Island Fun Day run in 2024.

The Club has secured another great date, so make sure you don't miss out!

Early Bird pricing will be available for Club Members only up to Sunday September 21st, so jump in early to save yourself some \$\$\$.

The day will be run under an MV permit as we have done before, so if you do not have a current annual MA or MV licence, you will need to purchase a One Event Licence before the day. Riders will not be allowed onto the track without one. Allow around \$38 for your OEL.

Race Center will be providing track services - tyres, servicing and proven coaching. The resurfaced PI track is grippy but wears tyres fast - book your favourite tyres with Race Center asap: Harley 0457 195 630. Harley and Darren will look after you, so book any other services you may need too.

We will also arrange the usual dinner in Coves on Wednesday night as a separate event, so keep your eye out for that one.





## Club Merchandise

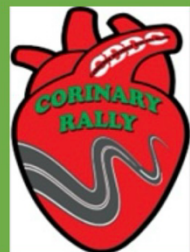
The CDDC online shop has a range of merchandise, and accessories.

In addition you can register for club events, renew your club membership or hire the club trailer.

So why not visit the shop today!



Membership



Club trailer hire



## The Committee

<b>Supporto Principale President</b>	VACANT	<a href="mailto:presidentcddc@gmail.com">presidentcddc@gmail.com</a>
<b>Basamento Vice President</b>	Rhys Ban	<a href="mailto:vicepresidentcddc@gmail.com">vicepresidentcddc@gmail.com</a>
<b>Triple Clamp Secretary</b>	Craig Evans	<a href="mailto:secretarycddc@gmail.com">secretarycddc@gmail.com</a>
<b>Tappo del serbatoio Treasurer</b>	Ross Burke	<a href="mailto:treasurercddc@gmail.com">treasurercddc@gmail.com</a>
<b>Pastore Membership</b>	Angelika Fuller	<a href="mailto:membershipcddc@gmail.com">membershipcddc@gmail.com</a>
<b>Mettere in Mot Ride Co-ordinator</b>	Craig Evans	<a href="mailto:ridescddc@gmail.com">ridescddc@gmail.com</a>
<b>Ufficiale pubblico Public Officer &amp; Privacy Officer</b>	Taso Samios	<a href="mailto:my749r@bigpond.com">my749r@bigpond.com</a>
<b>Merce/insegne reali Merchandise/Regalia</b>	Jeff Riddle	<a href="mailto:regaliacddc@gmail.com">regaliacddc@gmail.com</a>
<b>Bevel Padrone ACT &amp; NSW Historic Motorcycles Registrar</b>	Grant Fuller	<a href="mailto:historiccddc@gmail.com">historiccddc@gmail.com</a>
<b>Fuel injection mapping Web maestro</b>	VACANT Interim: Michael Fuller	<a href="mailto:webmastercddc@gmail.com">webmastercddc@gmail.com</a>
<b>Caporedattore Editor</b>	VACANT Interim: Jacqui McKellar	<a href="mailto:editorcddc@gmail.com">editorcddc@gmail.com</a>

### *FRIENDLY REMINDER TO KEEP YOUR MEMBERSHIP DETAILS UP TO DATE*

Have you moved? Changed your email address? Changed your contact number? Remember, if your contact details change, please let us know your new details, so we can ensure that you continue to receive updates and the newsletter.

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)

## Club Supporters

The CDDC is lucky to have some amazing businesses that support our activities, including rallies, the Economy Run and the Christmas party... Please support these businesses that support us.

