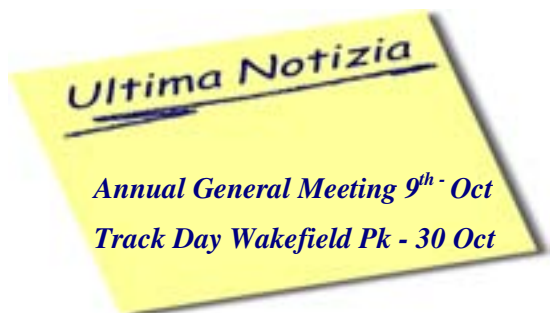


Monthly Newsletter

- Ottobre 2006 -



Italian bikes in the ACT



Il Presedente



Yasou! (G'day)

For those lucky enough to attend the MotoGP at Phillip Island I feel that they would agree it was a great event with good weather (apart from the GP race) excellent company and a few laughs. I was glad to see Alan, Erin and Leif Martinsen and 'turncoat' Eric Wensing was also there. I called him 'turncoat' because when in the company of Peter Yeend he is all for YBAF but when Peter is absent the knives come out and 'red is best'. I often think about Eric riding around the outside of me around Lukey Heights with sparks flying off his knee scraper and in seconds he is gone! The only time he gets his knee down now is when his clipping his lawn edges with hand shears! What a waste and probably a result of too long in YBAF. I am glad I got out early!

NDR 2007 is moving ahead and we have made the important decisions regarding Venue, Date, Logo and NFI commitment. I will be making an updated report at next week's AGM, which I hope will be well attended. We are still looking for people to fill some vacancies on the Executive Committee so if you can help please put up your hand. Hope to see you all there.

Tas

Eventi #Uno - what's on

Here is the latest calendar of CDDC events. See list after the tables for other events. For further information, please contact our Social Secretary **Gaye McIntyre** (contact details at end of Newsletter).

CDDC events in October 2006	
Mon 9th	CDDC Annual General Meeting – 8 pm @ the Italo-Australia Club in Forrest. Pre-meeting dinner @ 6:30 for those interested.
Sun 15th	Annual CDDC V Scooter Club lawn bowls competition. Lunch will be at the Italo Australian Club at 12 - then a 30 sec walk around the corner for bowls at 1.30pm. The scooter boys/girls (SWARM) hold the annual trophy and will do so again this year me tinks.
Sun 22and	CDDC Club Ride – Fish & Chip run to the Bay. Meet Green Square at 9.30 for 10am departure.
Mon 30th	CDDC Track Day Wakefield Park – numbers are limited so get in contact with Dave Shipley ASAP at dshipley@actewagl.net.au CDDC Committee meeting. 6:00pm start for a working dinner @ the Italo-Australian Club.

CDDC events in November 2006	
Sun 5th	Economy Run – annual CDDC economy run at Caltex Braddon. Run starts are from 9 to 10:30 followed by FREE BBQ for participants @ 12 in Haig Park. More detail on CDDC webpage.
Mon 13th	CDDC monthly meeting – At Axle Motorcycles, 6 Bellona Crt Phillip.
Sat 18 th Sun 19 th	Annual Khancoban Ride - Meet Williamsdale Servo @ 8.00am for a 8:30 depart. Re-visit all the thrills and excitement, great roads, great scenery, great bikes & great company. Book your accommodation on 6076 9471 See details in separate article in this newsletter.
Mon 27	CDDC Committee meeting

If you are interested in a ride on a Sunday but there is no CDDC event planned, be at Green Square at 09:30 for a 10:00 departure.

PO BOX 1282 CANBERRA CITY ACT 2601

www.cddc.org.au

!!!!!! Other Upcoming Non-CDDC Events From Other Sources To Look Out For And Hot Bits & Pieces !!!!!

- **DOCNSW Thunder Rally** - The Ducati Owners Club of NSW 25th Annual Thunder Rally on 7th & 8th October, 2006. See details in newsletter.
- **DOCV Fun Day at Phillip Island.** Mon 9th October - another great day of fun at the world's premier GP circuit. Please get your forms in as soon as possible. Still only \$150! Some like to stay at the Waves Apartments Sunday evening.
- **Pink Ribbon Ride** - October 22nd.
- **Ducati Turismo 2006** will commence on Monday, 23rd of October from the hearth of beautiful Noosa and finish on Thursday 26th of October in Port Macquarie.
- **Capt's Flat Car & Bike show** to be held at the Captains Flat Hotel on the weekend of October 28th & 29th 2006. See details in September newsletter.
- **Snowy Ride** - November 11th.
- **MRA Toy Run** - 9th December.
- **CDDC Xmas dinner.** 11th December – Secret Santa will be at it again so start thinking about a present anyone would cherish to the value of \$10.

DOC NSW has a few bits coming up to join in

- 7th & 8th Oct – Thunder Rally
- 25th November – 30th Anniversary Dinner
- 3rd Dec – 100 - Ducati Ride to Sutton Forrest
- More info for these on www.docnsw.org.au

**Eventi #Duo
- the wraps**

**🏍️ XXXX '07 NDR CDDC ORG
COMMITTEE UPDATE XXXX**

As promised in the July CDDC newsletter, here this month's NDR 2007 update for members. The NDR 2007 Organising Committee has been meeting almost weekly over the past 4 weeks in an attempt to get the org tasks cranked up. Michael Phillips has produced an excellent project management plan and we are (slowly for me - quicker for others) getting our heads around the many inter-related tasks required to bring the event off. Some of the decisions/resolutions made and items discussed in the recent weeks are set out below. All members should be mindful to not sit on their hands while these plans are being worked up and are encouraged to get in contact with a NDR committee member if they have a brain storm or good idea or know of a useful contact. Tis never how good you are but who you know.

Since last month's report, Carrie Birch (Marketing Manager @ Frasers) has left to be replaced by Nina Henderson. Micheal P had a chat to Nina @ MotoGP and there has been a number of correspondences since. At one stage there appeared some uncertainty around Frasers providing the previously promised \$5,000 seed funding to the Club to help run the NDR 2007. These issues caused some consternation for a while but have been ironed out now and tis full steam ahead. The other issue the Org Committee has been wrestling with is the all important logo. A draft final has been provided to NFI for their consideration so hopefully that item is now bedded down/decided albeit via some wrestling and interesting debate. Next NDR Org Committee meeting is Mon 9th @ the Italo Club @ 7 upstairs.

Ed



**🏍️ !!! NOTICE OF CDDC ANNUAL
GENERAL MEETING !!!**

Date: Monday 9 October 2006

Location: Italo-Australian Club Franklin St Forrest.

Time: 8:00 pm.

Agenda: Treasurer to table the audited 2005/06 annual financial statements.

Appoint: An election returns officer.

Declare: All committee positions vacant.

Elect: An executive committee: President, Treasurer, & Secretary.

Elect: Club Committee: Vice President, Membership Officer, Events Co-ordinator, Regalia, Web Manager, & Editor.

Please let Pat Kenny know if you intend to nominate, re-nominate or consider any other committee position.

Contact details at the end of the newsletter.

Don't forget – to be able to vote at the AGM you need to be a financial member for the 06-07 year.

**🏍️ \$\$\$\$\$ THERE'S NO SUCH THING AS
A FREE LUNCH - 06-07 MEMBERSHIP
FEES ARE DUE \$\$\$\$\$**

It's a new financial year and annual membership fees for the 06-07 year are owed in July.

- Joining fee \$7.50
- Annual fee - Individual \$30
- Annual fee - Family \$40

Please to pay your membership at the July CDDC meeting on 10 July or mail your cheque to the Membership Sec C/- the Club's postal address - PO Box 1282 Canberra ACT 2601.

🏍️ == CDDC TRACK DAY - 30 OCT 06 ==

The next CDDC club track day will be at Wakefield Park on Monday the 30th of October. This years Spring event will be a little different to the previous days as it will be during a Wakefield Bikes Only 'Speed of The Streets' event. The day will run much like our previous events with three different 15-20 minute sessions run across the day for:

- novices - those who haven't been on a track before or just wish to take things easy
- intermediate - mainly road bike riders who want to circulate at a faster pace
- fast - for those who wish to push the limits and really get the adrenalin pumping

The circuit will be open from 8:00am with the track sessions starting at 9:00am. The circuit cafe will be open on the day. The cost of the days will be:

- \$90.00 for the day
- \$40.00 for a Wakefield Club Competition Licence valid for 12 months

In general riders need to have good motorcycle riding gear including leather gloves, boots which protect above the ankle, motorcycle style jacket and pants. Full leather suits are not required and nor is the removal or taping of light, mirrors etc. Further information on the tracks rules are available at www.wakefieldpark.com.au. There are no limit on who can attend the day so let all your friends know and even if your not intending to ride come along and enjoy what on the previous days have been an enjoyable social club event.

Dave has had about 30 expressions of interest for the day so it is gonna be big!! So if you like any other info or advice about the day drop Dave a line at dshiple@actewagl.net.au. Put it in your diary now!

Dave Shipley

🏍️ ~ ~ ANNUAL KHANCOBAN RUN ~ ~

It's on again – Sat November 18th & Sun 19th is the annual CDDC Khancoban Run. Why do we do it every year??? Cause it is on the best riding roads and looking at the best scenery in Australia. It is also the first run after the Winter hiatus and a chance to clear the cobwebs and stretch the Duck's legs. The Alpine Inn is doing a dinner, bed & brekkie package for us @ \$58 for small rooms at back or \$70 for larger front rooms. Do it yourself bookings on 02-60769471. 1st in gets the best room!!



A pic from Khancoban Runs past to wet your appetite

🏍️ JJ 2007 1,100cc MULTISTRUDEL & 998cc TESTASTRETTA MONSTER LL

The Multistrada range will get a bit more power in 2007, with the new 1100 Desmo the biggest change from previous years. The new 1078cc engine not only offers 95hp at 7,750rpm and 10.5Kgm of torque at 4,750rpm, but also benefits from a quieter, more robust wet clutch, vibration-isolated handlebars, and a new maintenance program that should reduce costs by 50 per cent.

The 1100 retains the chassis from the previous model, with a round-tube Trellis frame, fully-adjustable suspension, Marzochi front forks and Sachs rear shock. But it does get a trip fuel feature, which is activated when the fuel reserve light comes on, and a 'light off' system which automatically turns the lights off after 60 seconds if the engine isn't running. The 1100 S now has more power to go with the carbon front mudguard and cam-belt covers, variable-section alloy handlebars, and Ohlins suspension. The Multistrada 1100 is available in Red with Black wheels, while the S model is available in either Red or Black, again with Black wheels. Both come with a two-year unlimited mileage warranty.

Ducati also announced a new Monster, the Monster S4R Testastretta, featuring the same 998cc V-Twin found in their 999 superbike - producing a claimed 130hp at the crank. Similar to the S4Rs introduced last year, the S4R lacks the high-end, and expensive Ohlins suspension components. Nevertheless, with its own high-end features like radial-mount Brembo front brakes and fully adjustable suspension front and rear (Showa forks, Sachs shock), this is one trick Monster.

🏍️ * _ * _ * 06 DUCATI TOURISMO * _ * _ *

What and where?

NF Importers the Australian importer and distributor of Ducati Motorcycles is calling on all Ducatisti and their guests to be part of the 7th annual Ducati Turismo this year exploring the East Coast of Australia, commencing in beautiful Noosa and concluding in the Mid-North Coast Beach side town of Port Macquarie.

When?

Ducati Turismo 2006 will commence on Monday, 23rd of October from the hearth of beautiful Noosa and finish on Thursday 26th of October in Port Macquarie.

Who?

Turismo is open to all Ducati owners and a pillion passenger. An attending Ducati rider may invite a non-Ducati rider to participate in the Turismo if they wish to do so.

How much?

- Ducati Turismo has a registration FEE of \$95
- Final Gala Dinner costs: \$55 per person

Registration fee: covers: Your Turismo Pack, Evening Meal in Yamba and Ballina, Assistance from Ducati Support Track over the designated route and entry to the Concours De Eleganza on the final day. More info and registration. <http://www.ducati.com.au/events.php>

🏍️ == MOTO ITALIANO OVEST 2006 ==

Hosted by: The Ducati Owners Club of Western Australia (DOCWA). This event features Italian motorcycles of all marques and eras - from the 1940's to the present for public display and a judged concourse. The event begins with an organised ride to the venue.

Event: WA's finest motorcycle concourses d'elegance-the biennial Moto Italiano Ovest.

Date: 26 November 2006.

Time: 10am - 3pm.

Location: Sir James Mitchell Park, south Perth Foreshore, Coode St, South Perth, Western Australia.

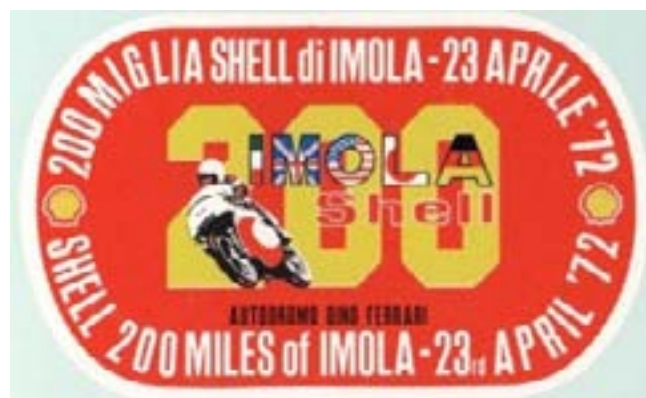
Entry fee: Concourse Entrants \$5 per bike. Spectators free - gold coin donation to Head Injured Society.

Contact: www.docwa.com.au. Chris Beatty - MIO Co-ordinator - 0428898683. Gavin Sullivan - DOCWA President - 0411115957.

🏍️ 🎉🎉🎉 HAPPY BIRTHDAY DR T 🎉🎉🎉

If you own a Ducati motorcycle there is one fellow you should be glad was born on 20 September 1920 - Fabio Taglioni—the famed "Dr. T". Taglioni was the absolute driving force behind Ducati's engineering department for 40 years, and his designs and perseverance certainly saved the company during its darkest days (which were not limited to any one time or decade, mind you). In addition, Dr. T was a devout racing enthusiast, he loved being at the track and seeing his machines in action. In fact, even when Ducati was shunning racing because of economic problems, they *still* went racing thanks to Dr. T.

Taglioni was born in northeast Italy in 1920 - in Lugo, Italy. The first twenty years of his existence were those of a normal Italian childhood followed by a stint at a Bologna university. Then, he turned 20 in 1940 and was sucked into WWII, fighting against the Allies before the fall of Mussolini. Like most of his generation, WWII was a seismic personal event for Taglioni; he was a natural mechanic, budding engineer and had some mechanical and engineering education, hence he was assigned to the Italian army's motor pool. Like future budding hot-rodders, it was in the war that he was first exposed to high-performance, piston-powered aircraft engines, an experience that would change his life. Taglioni's war experience wasn't all high-test fuel and screaming engines though, like many Italians of the era he barely escaped the war with his life and wasn't without bloodshed. Taglioni was shot in the left leg in Sicily; he wore scars from that incident for the rest of his life.



After the war, he finished his education in Italy, graduated from both the Bologna University and F. Alberghetti Istituto Magistrale in Imola. There's a plethora of little-known details about Dr. T - starting with the fact that Ducati wasn't the first motorcycle company that he worked for after completing his education. Taglioni worked at scooter and motorcycle manufacturers Ceccato and Mondial in the 1950s - pre-Ducati. He left Ceccato in 1952 and then signed on to work at Mondial for a little over a year before joining Ducati in 1954.

His first day of employment at Ducati was May 1st 1954 with Taglioni as chief designer. He oversaw Ducati's engineering for most of the next 40 years. Taglioni's designs and engineering certainly saved Ducati more times than anyone would like to recount. He introduced a huge assortment of models, from road bikes to purpose-built racers and even some on/off-road machines (Ducati made a series of scramblers in the 1970s). From pushrod to Desmo valvetrains, Taglioni did it all; he even prototyped the ill-fated Apollo 1200cc V4 police bike in 1964. While most feel his heart was in the Desmo engines, he built non-Desmo modern engines that never saw production—including an in-line four 125 with conventional valves. There are "prototype" Ducati engines stashed in certain garages all over Bologna, engines that were brought to near production level

development by Taglioni but were never produced. Ducati also made mopeds (calling them scooters would be fighting words to Vespa fans) and outboard boat engines, and Dr. T had his fingers in all of them.

Taglioni is generally and incorrectly given credit for inventing the Desmo-style valve train when, in fact, he was simply the first one to get it to work properly on a motorcycle engine. (Norton and others tested it unsuccessfully) What is Desmo? In a nutshell, an engineering technique to thwart valve float so period engines could rev higher. This design was amazing, and its use in race and street engines was super-significant back when two-valves-per-cylinder street engines littered the dealership floor. Ducati's pre-1970 line up was made of singles and wide-case parallel twins - it was Taglioni who engineered and built the first Ducati bevel-driven V-twin in 1970 (in reality, most Ducatis of this period, as well as today, are more accurately defined as L-twins). Likewise, he made the amazing TTF2 belt-drive twin in the early 1980s, a machine that is now viewed as a true classic.



Those who knew Taglioni when he was at his peak say he was an archetypical old-world Italian designer: aloof, aristocratic and dedicated to his own engineering ideals. Pictures exist of him at work at his drafting table at Ducati in the 1970s, with Dr. T wearing a short cape, which should give you more of an idea of what he was like than mere words can accomplish. And he was cut-throat competitive; stories are told from his final years at Ducati where he fought with younger designers over engineering principles or directions and not just by simply arguing theory with them. Taglioni had few problems using his fists to get his point across.

Away from Ducati, he was not anything like his workaday persona. Taglioni's passions were art and his garden. It may be hard for newer fans to comprehend this, but during the entire 40-odd years that Taglioni was at Ducati, the company nearly always faced an uncertain future; in fact, a "death-watch" on Ducati never really stopped from 1960 to 1975. After decades of near-scrapes, Ducati was taken over by Cagiva in 1983. Which is quite ironic, as Ducati were then making their

most popular bike in a decade - a machine somewhat related to the 999 in your local dealership - the 750F1 streetbike; and later, the TTF2 "race bike" that followed in 1985. These machines were the last that Dr. T would design for Ducati and stand out as landmark bikes in the long history of motorcycles. Also, to many enthusiasts, these two bikes were the "last of the true Ducatis." Because Ducatis produced after this period had Cagiva's elephant logos on their gas tanks and other features that the true Ducati fan from the 1970s didn't always appreciate. Taglioni's dedication to Ducati was like an Italian's devotion to the church. He worked there for most of his adult life, never took a paycheque home larger than that of the Ducati employees working on the production floor, and refused to cash out when his accomplishments and reputation certainly brought some interesting job offers from European or Japan. He could have signed a two year contract with any number of companies and enjoyed an easy retirement but chose, instead, to stay with struggling Ducati until his final working day, May 30, 1989.

While Taglioni may have felt forgotten for a few years after he retired from Ducati, in 2000 it was decided that he was strong enough (he was a life-long smoker and then suffering from emphysema and other maladies) to leave the hospital and make a brief appearance outside the factory at the culmination of World Ducati Weekend. Introduced by Ducati CEO Federico Minoli, Taglioni looked out into the concert-like crowd of Ducati fans in complete surprise as a roar of emotional cheering blasted from Ducati fans to their "Dr. T" after the introduction was made. Seated in his wheelchair, with a light rain falling, the usually stoic and stone-faced Taglioni broke down, smiling through tears as his fans showed their appreciation and adoration for a man who worked so hard and sacrificed so much for Ducati motorcycles. When the pace of the rain quickened, Taglioni was whisked away, but he smiled and waved as he was powered away, his male attendant had the wheelchair kicked back on its rear wheels, wheeling him down the sidewalk. Standing there, I found that manner of exit wonderfully appropriate for such a great man with the heart of a racer inside his chest. A little over a year later Taglioni would be dead. He died on July 18, 2001 in Italy. (Note: Ducati's release on his death states Taglioni was born on September 10; he was actually born Sept 20.)

Taglioni built bikes in a period when one man could still engineer an entire motorcycle and enjoy near complete autocratic control over the project. No focus groups, no polling of current customers to better gauge what will sell, Ducati's line-up was many times just one man's vision. He was both famous as he was infamous, but consider the simple fact that he was well known then and is remembered now. Can you name the man who designed the Kawasaki Z-1 or the Honda 750-4? While he certainly was quickly out-gunned in terms of design and engineering resources and most certainly in scale by the Japanese in the 1970s, many of the bikes that Dr. T built in response are considered classics today. In 1986,

Taglioni summed up his theology regarding motorcycles this way to then journalist Steve Anderson: "The Japanese motorcycle companies want to make an easy car. I want to make a difficult bicycle," he said.

🏍️ **!!! ATOMIC TO SWARM !!!**

Latest goss from da scoota girls & boys

There has been a bit of a putsch in da Canb/Quean scoota ranks and SWARM has emerged from the nest, being pupae from the Atomic Club. SWARM has its reference to Vespa being the Italian word for wasp. The Atomic Club has been the de rigueur scoota social club for some years but angst has grown over the plethora of 500cc & 600cc 'Bergman' type scooters(?), which many purists don't really regard as scooters, rather automatic motorbikes. Anyhow, SWARM has been morphed by the hard-core scooter purists (ie. up to 250cc) who want to keep scootering to its essence being fun, cheap, convenient, kool, stylistic, eco-friendly, flexible, chic, urban transport – not ersatz automatic motorbikes with a floor. Attempts are now being made to attribute an acronym to SWARM – 'scootering with a relish and menace' being amongst some of the suggestions??? It is uncertain if the CDDC will be battling the Atomic Club or the SWARM at the CDDC vs Scooteristi annual bowls competition on Sun the 15th of October and whether their split will lead to current holders losing the perpetual trophy back to the Ducatisti of the CDDC. Whatever their woes, the opportunity is there to divide and conquer??

Ed



🏍️ **### 2006 PINK RIBBON RIDE - 22ND OCTOBER 2006 ###**

It's on again the annual Pink Ribbon Ride. A ride where we can make a difference by turning up, buying a wrist band and/or a nice pink hat (I've got one) and having a great ride. Many of us have been impacted by breast cancer, either as a sufferer, a loved one of a sufferer or just a friend. This ride allows us to show our support and make a contribution to the research into the cause and cures for this disease.

Where: Old Parliament House
Time: 10:00 for a 10:30 departure
Route: Old Parliament House, down to Woden roundabout then back to the front of the National Gallery to merge with the Dragon Boat Races.

There will be prizes for the best dressed rider and bike, remember the colour of the ride.

**Pete - President
MRA ACT on behalf of WIMA**

🏍️ **^^^ NEW REGO LABELS FOR THE ACT EMPHASISING MOTORCYCLE AWARENESS ^^^**

The MRA ACT joined with the Minister for Territory & Municipal Services Mr John Hargreaves and the AFP on Tuesday to launch the new 2008 vehicle registration labels. These labels represent a positive step in recognising the vulnerability of motorcyclists and the need for all road users to behave responsibly and respect the rights of others. The 2008 registration labels will feature the messages 'BE AWARE OF MOTORCYCLISTS' and 'DON'T DRINK AND DRIVE'

Sadly, in 2005 there were 26 fatalities on ACT roads, 8 of which were motorcyclists. Two out of the seven fatalities on our roads this year have been motorcyclists. Motorcyclists face a higher risk of having a fatal or serious injury crash compared to car drivers. As motorcyclists can sometimes be difficult to see and because they have limited protection, it is important that both they and their fellow motorists share the road together safely. Displaying this slogan on the back of registration labels is a great way to remind all drivers to Be Aware of Motorcyclists at all times. In the second half of 2008, the message Don't Drink and Drive will be displayed on registration labels. By highlighting this message within peoples' cars we can reinforce to all motorists the message Be Aware of Motorcyclists and Don't Drink and Drive.

Pete Major, Pres MRA ACT

🏍️ **### A LITTLE LIGHT RELIEF ###**

Dear Mum,

It is with great regret and sorrow that I'm writing this. I had to elope with my new girlfriend because I wanted to avoid a scene with dad and you. I've been finding real passion with Barbara and she is so nice even with all her piercing, tattoos, and her tight motorcycle clothes. But it's not only the passion mum, she's pregnant and Barbara said that we will be very happy.

Even though you don't care for her, as she is much older than I, she already owns a caravan in the woods and has a stack of firewood for the whole winter. She wants to have many more children with me and that's now one of my dreams too. Barbara taught me that marijuana doesn't really hurt anyone and we'll be growing it for ourselves, and trading it with her friends for all the cocaine and ecstasy we want. In the meantime, we'll pray that science will find a cure for AIDS so Barbara gets better; she sure deserves it! Don't worry mum; I'm almost 15 years old

now and I know how to take care of myself. Someday I'm sure we'll be back to visit, so you can get to know your grandchildren.

Your son, John.

PS. Mum, none of this is true. I'm over at the neighbour's house. I just wanted to remind you that there are worse things in life than my school report card which is in my desk centre drawer. I love you! Call when it's safe for me to come home.

Arrivederci

Who's Who in CDDC

THE COMMITTEE

Main Bearing (Pres)	Taso Samios	6282 7109 (H)	gesamios@netspeed.com.au
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