



Ducati Owners Club of Queensland Inc.

DESMOCHRONICLE

Spring 2013 Edition

Est. 1977



"The Big Chill" 2013 race weekend

QEMSC - Carnell Raceway, Stanthorpe

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FRONT COVER:

photo by Vicki Saunders at The Big Chill.
Bernie Stevenson, 1969 Ducati 250

REAR COVER:

photos by Greg Trost at the Laverda Concours.
Terry White's 1978 Ducati NCR Replica Special (top)
and Peter Montgomery's Ducati 900 S2

Comments and technical articles present in this Magazine are the product of member contributions. As such the views expressed are not necessarily those of the DOCQ Inc. The material contained in this Magazine is in the nature of general comment only and is not advice on any particular matters. The DOCQ Editor and the authors do not accept any responsibility for the consequences of any action taken or omitted to be taken by any person, whether as a member or not, as a consequence of anything contained in or omitted from this magazine.

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**Club Meetings are held on the 1st Wednesday of every month.
BBQ and Drinks from 6.30pm, Meeting starts at 8pm.**

**Shannon's Insurance Club Rooms
Unit 5B, West End Corporate Park
303-315 Montague Road, West End**

DOCQ MINUTES On Tap

If you would like a copy of any of the minutes of DOCQ General Meetings you will in future be able to download them from the DOCQ website. As an alternative you can apply directly to the Secretary, Jackie Bell at the following.

**Secretary@docq.com.au
or (M) 0407 693 180**

DESMOCHRONICLE Summer 2013 Edition

Submission close on the 15th November

REMEMBER!!! This is your magazine!!!

Without your help, I won't have anything to print.

If you have any ideas, stories, photos or suggestion for the next Edition please send them in NOW, don't leave it to the last minute!!!

**Editor@docq.com.au
or (M) 0417 186 964**

Presidents Report: *Brad Goostrey*

"The Prez Says..."

Spring is in the airrr la de da de dar de darr clear blue sky's irrrrrttt bullshit! All we get is rain these days. Up to July every weekend it seems to be gloomy. Let's hope moving forward a little less spread of the old showers, Brisbane that is.

I have managed to get on the last couple of rides with Mortie and it's been a whole lot of fun as they always are. Man, he knows some tracks. June, I think it was, ah yes June, I'm getting old. Roughly 8 of us departed from BP Yatala to Chillingham and Mortie went left at the roundabout instead of right the norm mmmm, where is he taking us?

Well he took us on a Sugar Cane Train Ride didn't he, one thing you can count on Mortie is that he will always try to take you somewhere you've never been before looking for adventure. We took some winding roads out too Jacobs Well, almost. We turned off that road going through more sugar cane fields and through to the suburbs. Then tinkered around finding our way out of the burbs.

There it is, the highway, we cross that and found ourselves on more winding roads I've never seen before. I didn't know where the bloody hell we were, still don't. Then proceed to find our way up a bumpy range and somehow ended up on top of Mt Tamborine but not via the Tamborine range.

No stopping, we powered on and headed for Chillingham arriving at Bucks Barn at about 10.30 stop-

ping for a chat and a wee. It was there we decided to go onto Kyogle as it was too early for lunch. A huge ride to Kyogle with no unforeseen surprises, just good riding as it always is out there. Ahh, bloody NSW... didn't we beat them in the football, again???

Lunch was to be in a café in the Main Street as the Pub doesn't serve food? After a fair wait, let me tell you, we had lunch and to Clint's surprise we headed home via the Lions road!!! The old Lions Road has improved I say with a smile.

I was on my Multi... mmmmm, I can't speak highly enough about the Multistrada and the new Michelin Road 3's. They are brilliant. The Multi is a Dirt Bike on Steroids. Bumps, wooden bridges, pot holes, was there? Ask Clint on his 996! I was laughing in my helmet at poor Clint, I had so much fun.

Arriving home at 3:30 I reflected on the day. How good was that I ask myself? I've been on a ride today that I probably wouldn't of done if I wasn't involved in the club. Sure I might of gone for a ride but those places and the roads we go on I love to brag about.

If you're looking for a top day out then you'll be rewarded for your efforts. Getting out of bed early on a Sunday is worth it. You may even get one of Mortie's prizes, haha!!! Hope to see you there. Thanks Mortie, you're a champion.

Be safe, Brad.

Editorial: *Neil Ryan*

"Hello, I'm Mister Ed..."

After many months of deliberating since my bike tour in NZ, I have finally bought a Multistrada. Interesting enough, I bought it from TeamMoto in Slacks Creek and had it shipped to Perth. "Why..." I hear you ask, "go to so much trouble?" Because it seemed like a good idea at the time and the guys at TeamMoto made it worth my while.

So I'm now the proud owner of a white 2008 MTS 1100s and I thoroughly agree with Brad's comments about this bike. It's so much fun to ride!!! I'm really looking forward to a few more weekender rides. The other side to this bit of news is that I am now selling my blue ST2. If you're interested, please let me know? By the time this Edition is release I should have an Ad on the bikesale.com.au website.

Now, I really need to make some BIG "Thank You" announcements to a few people for their contributions to this edition of the Desmochronicle. To the regulars: Thanks to Gaven Dall'Osto and Rob Stevenson who always provide quality input. Thanks to Clint McDonald, Peter Morrow and Greg & Helen Trost for your extra

stories and photos. Thanks to Pete & Tanya for their "Hodgo's on the go!!!" updates. Thanks to President Brad for your story, answering all my silly "club" questions and advice on buying a Multistrada.

I need to also say Thank You to two other people outside of DOCQ. Firstly to Vicki Saunders (Sticki Pics) who supplied me with over 1000 fantastic photos from The Big Chill weekend. I used her photos last year, including the Spring 2012 front cover, and I really hope I can highlight her great shots again next year. She did a great job this year so if you are wanting any photos from the event, please contact her directly on 0428718071 or stickipics81@hotmail.com

Lastly, to Nicole Bouchet from Urban Print. This wonderful lady has been coordinating the printing of our magazine for many years. Nicole and her partner Nic have just sold Urban Print and are moving onto "green pastures". I want to say Thank You on behalf of DOCQ for the amazing quality of your work and to wish you both all the best in the future!!!

Cheers, Neil.

EVENTS CALENDAR

SEPTEMBER, OCTOBER, NOVEMBER...

SEPTEMBER

Sunday 1st September

MotoGP - Round 12

Silverstone, GREAT BRITAIN

Sunday 1st September

WSBK - Round 10

Nurburgring, GERMANY

Wednesday 4th September

DOCQ Meeting

Shannons Insurance Club Rooms,
Unit 5B, West End Corporate Park.
Doors open 6:30pm, meeting starts 8:00pm
Details: www.docq.com.au

Wednesday 4th, Thursday 5th, Friday 6th,

Saturday 7th, Sunday 8th September

Motogiro Australia 2013

Boonah & Woodford

Contact: Peter Morrow on 0413941550

Details: www.docq.com.au

Details: Desmochronicle Page 42

Saturday 14th September

Ducati Open Day

Brisbane Motorcycles, 205 Lutwyche Road,
Windsor. Phone: 3357 4333
Details: www.docq.com.au

Sunday 15th September

DOCQ Club Ride

Details: www.docq.com.au

Sunday 15th September

MotoGP - Round 13

Misano, SAN MARINO

Sunday 15th September

WSBK - Round 11

Istanbul Park, TURKEY

Sunday 29th September

MotoGP - Round 14

MotorLand Aragon, ARAGON

Sunday 29th September

WSBK - Round 12

Laguna Seca, USA

OCTOBER

Wednesday 2nd October

DOCQ Meeting

Shannons Insurance Club Rooms,
Unit 5B, West End Corporate Park.
Doors open 6:30pm, meeting starts 8:00pm
Details: www.docq.com.au

Saturday 5th, Sunday 6th & Monday 7th
October

Ride North/Harvey Bay
(Qld Labour Day Long Weekend)

Details: www.docq.com.au

Sunday 6th October

WSBK - Round 13

Magny Cours, FRANCE

Sunday 13th October

DOCQ Club Ride

Details: www.docq.com.au

Sunday 13th October

MotoGP - Round 15

Sepang Circuit, MALAYSIA

Sunday 20th October

MotoGP - Round 16

Phillip Island, AUSTRALIA

Sunday 20th October

WSBK - Round 14

Jerez, SPAIN

Sunday 27th October

MotoGP - Round 17

Motegi, JAPAN

NOVEMBER

Wednesday 6th November

DOCQ Meeting

Shannons Insurance Club Rooms,
Unit 5B, West End Corporate Park.
Doors open 6:30pm, meeting starts 8:00pm
Details: www.docq.com.au

Sunday 17th November

MotoGP - Round 18

Comunitat Valenciana, VALENCIA

Friday 15th November

Desmochronicle

Deadline for submitting content for the
Summer 2013 Edition.
Contact: Neil Ryan on 0417186964
or editor@docq.com.au

Sunday 17th November

DOCQ 36th Anniversary Ride

Chillingham (better weather has been
booked this time...)
Details: www.docq.com.au
Details: Desmochronicle Page 44

Saturday 23rd November

DOCQ Christmas Party

Tavernetta Function Centre, Carseldine (The
Old Italian Club)
Contact: Brad Goostrey on 0417690364
Details: www.docq.com.au
Details: Desmochronicle Page 45

DECEMBER

Wednesday 4th December

DOCQ Meeting

Shannons Insurance Club Rooms,
Unit 5B, West End Corporate Park.
Doors open 6:30pm, meeting starts 8:00pm
Details: www.docq.com.au

Sunday 15th December

DOCQ Club Ride

Details: www.docq.com.au

Tuesday 25th December

Christmas Day

Public Holiday

Wednesday 26th December

Boxing Day

Public Holiday

2014

JANUARY

Wednesday 1st January

DOCQ Meeting

Shannons Insurance Club Rooms,
Unit 5B, West End Corporate Park.
Doors open 6:30pm, meeting starts 8:00pm
Details: www.docq.com.au

Wednesday 1st January

New Years Day

Public Holiday

Sunday 12th January

DOCQ Club Ride

Details: www.docq.com.au

FEBRUARY

Wednesday 5th February

DOCQ Meeting and AGM

Shannons Insurance Club Rooms,
Unit 5B, West End Corporate Park.
Doors open 6:30pm, meeting starts 8:00pm
Details: www.docq.com.au

Sunday 16th February

DOCQ Club Ride

Details: www.docq.com.au

MARCH

Wednesday 5th March

DOCQ Meeting

Shannons Insurance Club Rooms,
Unit 5B, West End Corporate Park.
Doors open 6:30pm, meeting starts 8:00pm
Details: www.docq.com.au

Sunday 16th March

DOCQ Club Ride

Details: www.docq.com.au

APRIL

Wednesday 2nd April

DOCQ Meeting

Shannons Insurance Club Rooms,
Unit 5B, West End Corporate Park.
Doors open 6:30pm, meeting starts 8:00pm
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Cover Story: The Big Chill (1)

20th & 21st July 2013

story by David Vincent (QEMSC)

photos by Vicki Saunders (sticki pics)

What a weekend!!!!. A record number of entries, heavy rain, massive spectator numbers on Sunday, cold, fog, clear sunny skies, delays, crashes, collapsed marques, it had it all. A very trying weekend for myself & the crew but in the end, if you considering the conditions, I think we did a reasonable job.

Sitting in my tent in the pouring rain on Saturday morning I really didn't think we would get in any racing for the day. Squeezing in 2 rounds on Saturday between the morning & afternoon downpours was a definite bonus. The sand based Carnell Raceway pit area stands up to a lot of rain without bogging up too much & certainly dried out quickly once the rain finally stopped. Sunday was a perfect day for racing. Unfortunately a few crashes held up racing for a while but in the end a great day on the track.



A wet Driver's Briefing on Saturday.

Entry number records were set this year in almost every category of racing. An incredible twenty one sidecars with nine in Period 3 alone. Period 4 & 5 had six starters with another six entries from modern outfits.

Period 3 solos almost maxed out with nineteen starters while Period 4 had seventeen entries only three off the grid limit of twenty. Period 5 & 6 continue to grow & at this rate will have to be split into separate races



next year.

Almost every brand of motorcycle you can name was competing in the racing events including BSA, Triumph, Norton, Honda, Yamaha, Kawasaki, Suzuki, Matchless, AJS, Bultaco & Ducati to name a few. Competing alongside them was variations like President Gene Lopemans "Sporton" & Doug Aitchisons Maiumph.



The ever growing popularity of our relatively new Regularity event drew a maximum field of 40 entrants who were for the first time broken up into fast & slow events. Brands included, BMW, Triumph, Suzuki, NSU, Matchless, Bultaco, Ducati, Honda, Kawasaki, Vincent Rapide, Abingdon King Dick, multiple Ducatis, Adler,

(The Big Chill (1) - Continued on page 9)



A record number of entrants making for a some great action.

(The Big Chill (1) - Continued from page 8)

Norton & finally a Hodaka Super Rat.

The Ducati marquee was well represented with one entrant in Period 3, three in Period 4 & no fewer than three 500 Pantah's competing in Period 5. Add another seven Ducatis in the Regulariy event & of course the wonderful support QEMSC receives from the Ducati

Owners Club of QLD for manning all the vital flags points.

All in all a great weekend of racing which will hopefully further promote historic racing in our region.

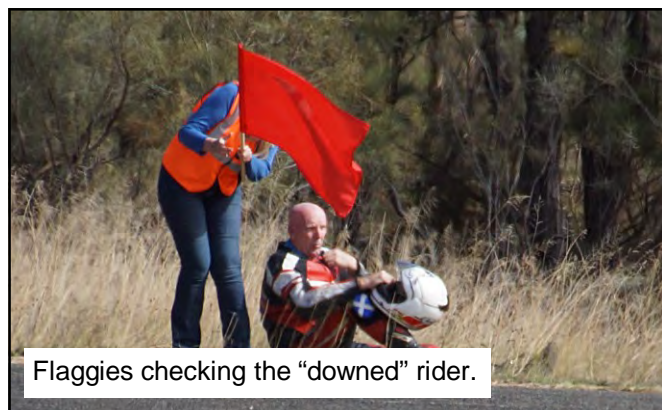
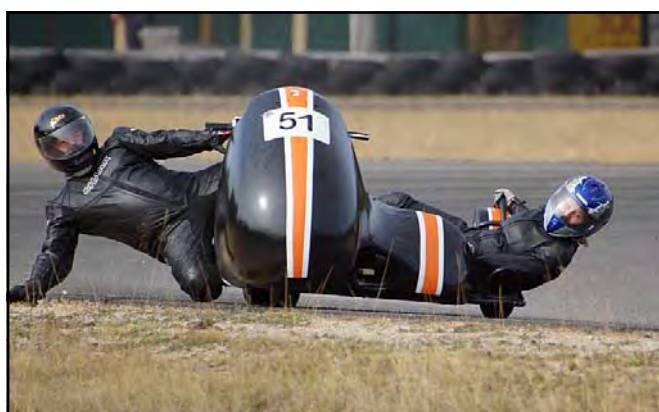
Dave



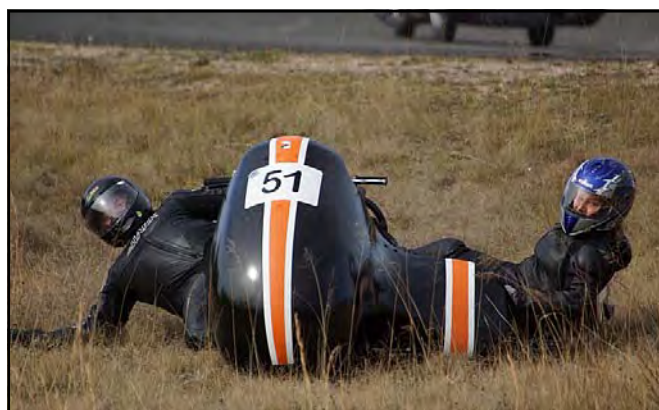
Brendan Hurst & Richard Justice,
1979 MGF Kawasaki 1100



Gene Lopeman & Vicki Butler, 1962 Sporton 883,
creating a memorable moment for the weekend.



Flaggies checking the "downed" rider.



The Big Chill (2)

20th & 21st July 2013

story by Peter Morrow

photos by Vicki Saunders (sticki Pics)

A weekend of drama with heavy rain, cold, fog, brilliant sunshine and spirited racing produced a memorable event. The record entry of 160 bikes, including 21 sidecars, came from Western Australia, Victoria and as far north as Airlie Beach. At 1km long, Carnell is a small track that rewards precision and handling presenting the perfect opportunity to craft your skills.

After 20mm of rain fell on the Friday night, Griff & I left Brisbane at 4:30am Saturday morning, driving through threatening skies and showers. After the obligatorily hot chocolate and apple pie in Stanthorpe we arrived at the track to see bedraggled campers fixing twisted marques and drying themselves out after the storm. At least the low cloud kept the temperature reasonable.



Mick Bryan, 1980 Ducati Pantah 500

The DOCQ again supplied Flaggies for the event which is a great deal in itself. QEMSC provide food and accommodation while you get a ringside seat to see the racing. And there was plenty of action to see. We pitched our marquee (thanks to Ducati Brisbane) next to Trevor Fryer & David Tye to complete a very impressive line up of five Dukes and a Drixton Honda together in pit row.

Ducati was well represented again this year, with Colin Meredith on a 350 in Period 3, Glen Dwight (250) & Peter Baynes (450) in Period 4, and Mick Bryan, Noel



Glen Dwight, 1971 Ducati 250



Bernie Stevenson, 1969 Ducati 250

Coombs and Bob Garner all mounted on 500 Pantah's in Period 5. The competitiveness was very evident as all 3 Pantah's were involved in a spill on the Sunday. Thankfully all riders stayed in one piece and only one bike was able to continue racing.

The Regularity event has grown in popularity since its introduction 2 years ago. The 40 entries included 7 Ducati's ranging from Greg Brillus's 1961 250 to Craig Hamilton on an original 1975 900SS and Lindsay Granger debuting his newly acquired 1987 900SS. The field was split into Fast & Slow categories to spread the traffic.



Lindsay Granger, 1987 Ducati 900SS

The rider's briefing was held in wet and practise was postponed until the rain stopped and the track started to dry. After an hour we got a start on a cold, wet track. Although thankful to follow the sidecars which produced a semblance of a dry line. I could only manage a 53.79s fastest lap, even after several moments on turn 6, but placed 5th in the Fast Regularity on my 1973 350 Desmo.

Racing got underway as the skies cleared, with lap times dropping as the track dried. Nominating our target time for the Regularity was a bit of a raffle after practise, but everyone was happy just to be on the track in crisp sunshine. Spectating was a treat, watching and hearing Manx Norton's, AJS, and Triumph et al circulating in anger. Late rain ended the racing early on

(The Big Chill (2) - Continued on page 11)

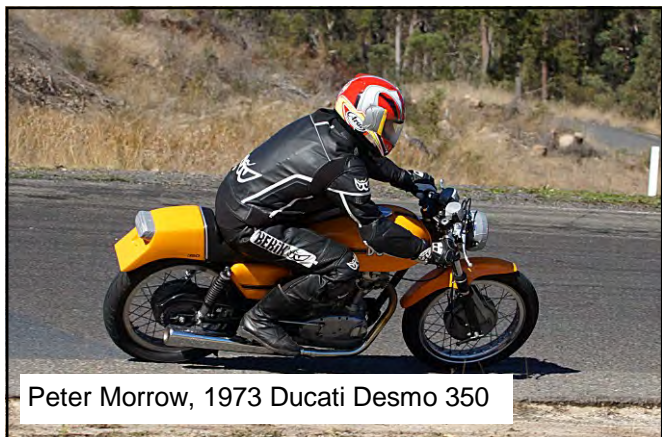
(The Big Chill (2) Continued from page 10)

Saturday, so it was back to Stanthorpe for a hot shower and dinner at the RSL. Lots more stories and a few ales were the perfect tonic after a wet start & finish. The Marshalls had plenty of stories to tell and gained a real appreciation of the talent displayed by the faster riders drifting hard and scraping knees through corners.



Peter Baynes, 1972 Ducati 450

Sunday brought cloudless skies and a faster track. Aside from the Pantah pileup, the program progressed smoothly. A mix up with the transponders meant the Regularity was to be decided from the two Sunday events, based on averaged times. This pleased the fair weather riders who sat out the wet practise session on the Saturday morning.



Peter Morrow, 1973 Ducati Desmo 350

The sidecars were competing in the Classic Sidecar Challenge and proved a consistent crowd favourite, with plenty of sideways action. One outfit lost a passenger and continued racing until he was yellow flagged and realised the swinger on the side of the track was his...

After lots of friendly advice sourced through pit chat, we dropped the tyre pressure, adjusted the mixture for altitude and were rewarded with even faster lap times of 46.05s and 45.18s over the two remaining rounds. Consistent lap times paid off and we were elated to win the Fast Regularity.

Many thanks Griff for his support and expert tuning. Thanks also to all the DOCQ members who turned up to volunteer, and to QEMSC for running a great event



Noel Coombs, 1982 Ducati Pantah 500

in trying conditions. Unlike previous dry years, the rain kept the temperature above zero overnight and the locals grumbled as they ambled around in shorts waiting for winter to start.



Bob Garner, 1981 Ducati Pantah 500

This has got to be one of the best events to showcase classic racing. You can see the whole track from the main spectator point which is adjacent the pits and camping area. The option to ride your street bike in the regularity event, plus a spirited social agenda and the friendly, relaxed atmosphere makes for an enjoyable weekend in the classic spirit.

Don't miss QEMSC's next event at Stanthorpe...THE BIG THAW on 28-29th September

Peter



Mortie...

Ray Owen Classic Bike Show

26th May 2013

story & photos by Gaven Dall'Osto

Magnificent weather greeted all motorcyclists who ventured out for the annual Ray Owen Classic Bike Show. Judging by the attendance there had been quite a high proportion of those at the show who rode to Mount Tamborine to look at the bikes as part of their journey.

Included were quite a few riders on our favourite Italian marque. I saw DOCQ members Brad (el Presidenti), Richard (el Web Maestro), Keith Rickart & Mike Neely early in the day and various others later on. I spent a lot of time in the bike park as the quality and variety of bikes there was amazing. I captured as many Duc's during the day as I could and I was surprised to see more bevels than belties. But I'm not complaining!

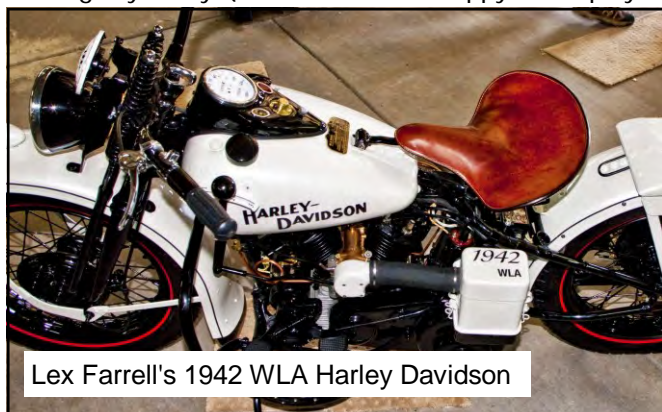
I caught up with fellow Moto Giro regular David Joachim. He rode up on his 350 Mark 3 Silver Shotgun sporting a new bug catcher in readiness for Moto Giro 2013.

I also got to meet a DOCQ member whom I hadn't met before. Ian was his name and lives in Brissy. He was there on a very nice original looking 72 GT in Silver and interestingly it was fitted with a polished cast alloy dash which matched the paint colour beautifully. I took the opportunity to recommend he come to the monthly meetings to see what he was missing out on. Anyhow Ian if you're reading this, don't forget, we'd love to see you.

Right next to Ian's bike was a deep blue round case in sport trim. It carried a Bevel & Bullshit sticker so I imagine it may have been another DOCQ member. Never got to meet the lady owner but she was coaxed to enter her bike as it was later seen in the show in the 70's bike section.

A lovely light blue Darmah SSD owned by Brett Muir was also entered and he won the trophy for the best 70's bike. Congratulations Brett, another scalp for Duc's over the many entered English & Japanese bikes!

I snuck into the 70's section with my Orange 450 Desmo. When I say snuck in, I displayed it without registering my entry (as I often do – happy to display &



Lex Farrell's 1942 WLA Harley Davidson



Ray Owen at the Swap Meet

not be judged sometimes).

Anyhow, those who know the bike know it has never been restored with original paint, labels (what's left of them) and plating (or lack of, to be accurate). It is certainly no show bike. I just gave it a clean after the recent Pre-Giro ride and took it to represent little Duc's.

Someone who recognised my bike dobbed me in and I was called to collect the sponsor's trophy from Rocker Classic Motorcycles. I had to ask why they picked the ugly Duc-ling and Matt told me it best represented the cafe type well ridden bikes that the company philosophy is built on. Thanks guys!



Bike Park - 1937 500cc Royal Enfield

Ray Owen himself, was again there to hand out the trophies as he does every year. He is a real character, with a cheeky sense of humour. He always has a few bikes from his wonderful collection displayed. Considering Ray's achievements in motorcycle racing he is easy to talk to and is a real family guy and always surrounded by many of his offspring.

It was a great day and I urge any DOCQ members with a shiny pre-83 Duc's to promote our marquee and consider entering in next years show. It is an indoor event and a great way to meet other Duc enthusiasts. We might even score a few new members in the process.

Ride safe!!!

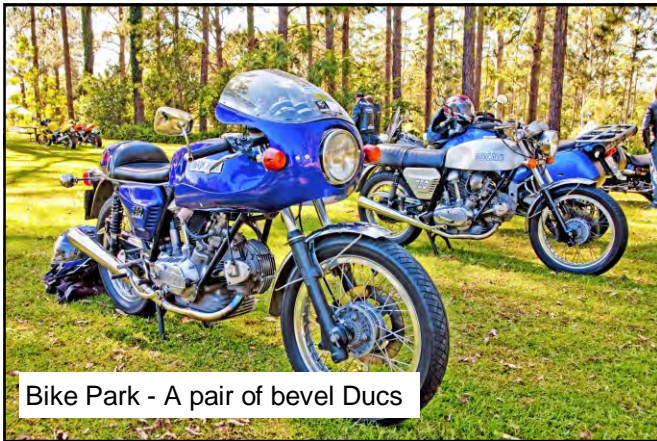
Gaven



Andrew Leach's 1962 Norton Manxman



Teaching a young fella how to ride a, veteran Dave Dettmar and his 1914 750cc Rover



Bike Park - A pair of bevel Ducs



Vintage Section



Competition - Ray Owen's Manx Norton



Vintage - Ian Rennie's 1929 Indian 4



Historic - Norton 052



Veteran - David Dettmar's 1914 750cc Rover

The Belt Run

8th, 9th & 10th June 2013

Part One: story & photos by Rob Stevenson

Another year, another belt run, another slightly dodgy weather forecast. Would should get the over 30 starters who had RSVPd. I hit the road early on the Saturday morning from Morningside with my Sport Classic mate Grahame Chambers and whilst it started off warm, the cold started to seep in as we approached Beaudesert.

We also hit traffic in the form of caravans and 4WD's towing jet skis. This didn't look so good. By the time we filled up and got to Macca's, there was already a good roll up of Ducatisti and they kept coming. As usual, we hung around and chatted over a coffee.

There was a good contingent from Toowoomba and it was particularly good to see old club member Dave Hatchett on the trusty ST2. There were also several members who had made the trip from the Sunshine Coast and it was good to see several new members making the trip.



One of the great things about this ride is the number of new faces we see each new year. Brian and Jan were also there with several of their friends on their Multistradas for their own Multistrada Experience. After



a few latecomers arrived, and Pete McGuire rang to confirm he was still coming, albeit with a bad back, we headed off a bit later than we should have, about 9-ish. The weather looked ok, apart from fog over Mt Lindesay.

Oops, I covered everything in the pre-ride briefing other than to watch for damp roads over Mt Lindesay. So it proved correct. The road was damp and alternately wet in places with a bit of drizzle. We regrouped at the Woodenbong turn off and said well, that's the worst of it.

By the way, where's Mortie? He had been with the lead group but disappeared. Had he gone off the side of the mountain? Had he gone on to Woodenbong? No answer on the mobile phone either. We continued on picking up Paul Poussault on his 900 GTS at Kyogle.



Unfortunately, the drizzle continued all the way to Casino. We were well and truly behind schedule by this time and we kept Wild Will McMillan on his Hailwood Replica and the Lismore cohort waiting for us at Casino.

As we fuelled up there was still no sign of the Mysterious Mortie and still no answer on his phone. Neil

(The Belt Run - Continued on page 15)

(The Belt Run - Continued from page 14)

Campbell from the Gold Coast was going to meet us at Casino after picking up his newly serviced Multistrada from Arthur at Desmo HQ at Byron. Things didn't quite go to plan so he called to say that he and his mate Will would meet us in Grafton.

We had a great run to Tenterfield. It didn't rain, the road was dry and it was overcast so we didn't have the usual issues with light and shade in the forests. We rolled into Tenterfield about 1-ish where we had a lunch appointment at the Royal Hotel.

There was hardly any traffic, no police which was one of the highlights of the trip. Then Lo-and-behold, there was Mortie. Apparently he had thought he was behind the leaders and spent the morning going flat out trying to catch no one! Must be about time to get a Duke Mortie!!! That Suzook's doing strange things to your mind.



Noel put on his usual warm welcome for us at the Royal. We had lost Ben earlier on his 1200 Multistrada who came along for a short ride and Kylie turned back after lunch at Tenterfield on her 749S for a solo run back home.

It was about 2-ish by the time we pulled out of Tenterfield. The weather stayed clear but it did get colder. After some dull highway, we woke ourselves up over



the bumps of the shortcut from Dundee to the Glen Innes – Grafton Road and then had a great run across and down the range and into Grafton in the fading light. Hello, there was Barney waiting for us who we had forgotten all about and who had also done a Mortie and had been chasing phantom riders all day.

The bikes were put to bed, drinks were had in the courtyard of the Crown Hotel next to the bikes and then dinner. Everyone agreed the food at the Crown had gone up a notch this year. An early bedtime was had for some, not so early for others.

The next morning, we woke to more fine weather and had a leisurely breakfast on the deck overlooking the Clarence River. The general consensus was to head down the Nymboida Road and regroup at Dorrig. A few people left to head back to Brisbane but a good number stayed.



The sweat was starting to pour off the brow in Grafton with the winter gear on but we quickly appreciated it as we hit the hills. The road down to Dorrig was damp and treacherous in places and still bumpy but a great ride.

The NSW government must have spent its road sign budget because there was one section where I bar-

(The Belt Run - Continued on page 16)

(The Belt Run - Continued from page 15)

relled towards a bend at speed only to see the road was covered in gravel... Ahhh, brake upright as hard as I dare and tip toe around the corner. Did I mention it was cold in the highlands?

We had a great blast from the Ebor turnoff into Dorrig followed by coffee. Then it was down the range to Bellingen. What a great road, shame about the cars! I decided to push on as I had a dinner date with my lovely wife at Kingscliff and wasn't able to stay a second night.



The rest of the crew stopped for lunch in Bellingen. It wouldn't be a Belt Run without a bit of wet weather and, sure enough, I got soaked riding home from the coast on the Monday. Apart from that, I had a ball. It sure is good to get away for a couple of days on great roads and with great friends and great bikes.

Rob



Part Two: story by Clint MacDonald. Picking up from when Rob left at Bellingen.

With apologies to Dorothea Mackellar

*I love a scraping footpeg,
A land of sweeping bends,
Of ragged mountain ranges,
Of Belts and flooding rains.
I love her bumpy backroads,
I love her tightening corners,
Her beauty and her terror -
The wild Belt Run for me!*

We lunched at the friendly Federal Hotel in Bellingen. Very tasty meals were had, with Lisa consuming something that looked like it was caught swimming in a Late Devonian Era sea.



Our postprandial peregrination took us back up the hill to Dorrig. The plan to refuel there was stymied by the blackout that Dorrig was experiencing and the new-fangled electronic petroleum pumps were out of commission.

An abbreviated ride back to Grafton was the choice of riders with smaller fuel tanks. Bumpy but fun and in better repair than an earlier ride on the same road some years ago.



On our return to Grafton our President departed for the rest of his marathon ride back home (oh how we

(The Belt Run - Continued on page 17)

(The Belt Run - Continued from page 16)

didn't envy him that long day in the saddle then. Oh but how we did envy him the next day as the heavens hurled down upon us.

That Sunday night more food, lies and Grafton Bitter flowed. A bright-eyed and bushy-tailed (well, possibly) bunch left Grafton on Monday with most of us heading straight up the Summerland Way with a stop for sustenance for ourselves and our steeds at Kyogle.

Fueled up, we had a sedate and increasingly sodden saunter back up the Summerland Way and Mt Lindesay Highway with the memories of the friendships and the great rides of the weekend to warm our bones.

I spared a thought for those venturing back to the Sunshine Coast and similar latitudes as their weather was looking rather more dismal than in Brisbane.

After all, it wouldn't be a Belt Run without the threat of flooding!

Clint



The Belt Run Awards:

- Best effort: Pete McGuire for riding on his 1098S with a protruding disc in his back.
- Fastest "oldest" bike: Richard Hull (again) on the 750 Paso (was a tie with Will McMillan on his 900 Hailwood Replica but the bevel loses out on a technicality). A close second place went to Alan Martinson on his '97 900SS with an honourable mention for his pillion Sue.

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25th Anniversary Laverda Concours

18th August 2013

story & photos by Gaven Dall'Osto

It was the same situation as last year with rain causing the event to be postponed until the 18th August. It was worth the wait as the weather on the day was spectacular. A foggy start to the day meant a chilly ride to Cleveland but assured a warm day, which it was.

This was the 25th Anniversary of the Concours and a credit must go to Club Laverda Qld. for their efforts in maintaining the tradition. Brad (el presedenti) got up early to ensure a good spot for the DOCQ Club display. When I arrived the setup was well underway with fellow members lending a hand setting up the shelters and Richard was on the bbq tools to provide breakfast.

I rode my shotgun to show with Peter Martland. He had planned to enter his recently completed 450 Mark3D Twin filler but a failed battery ended that dream. It was disappointing after all that polishing but at least it was better to have it fail now than at the MotoGiro next month (where it has been entered). Peter took his 750 Sport instead and placed it in the DOCQ display.

The entrants seemed to be slightly down on last year but the quality again was outstanding. I spent the



whole day (without any lunch) moving from bike to bike with shutter blazing. I even had to delete shots to be able to shoot the presentation. There were many Ducs from Bevels to Belts which were a credit to their owners. (check the DOC website for a Link to see more photos)



Steve Salmon's 1974 Ducati 350 Desmo

The Continental section was well patronised by the DOCQ, who also took their fair share of the silverware. Other Ducati contributions were supplied with Brisbane

(Laverda Concours - Continued on page 19)



Wade Beattie's 2009 Ducati Streetfighter

Motorcycles and the Australian Motorcycle Museum having an interesting turbo Charged Monster for sale. This bike was one of four made in the US and this one was imported for Allan's personal use but he now has put it up for sale.

OK so lets get to presentation and the lucky winners. The Laverda Club chose to mark the 25th Anniversary with printed silver trays as appropriate trophies. I thought this was a clever idea.

Anyhow at the time of writing this article I still hadn't received the winners list from Club Laverda but I have included the DOCQ members that I know did well on the day. Congratulations to:

- Greg Graham who won the Continental Class over 750cc with his 1981 Ducati NCR Replica 851cc
- Terry White got second place in the Continental Class over 750cc with his 1978 Ducati NCR Replica Special
- Wayne Sanderson won the best Continental Class up to 750cc and also Bike of the Show for his 1973 Ducati 750GT

Wayne had quite a few of his family (including the dog) at the show and there was a bit of yahooping when he was announced the winner. He also volunteered to donate some of the \$2000 prize money to the make a Wish Foundation - well done Wayne!!!

I spoke to Brad after the show and he told me that



Greg Graham's 1981 Ducati NCR Replica 851cc



Tony Langdon's Ducati Paul Smart 1000

it was a good day for the club with takings similar to last year and many potentially new members from the inquiries made. Brad also asked me to thank all the DOCQ helpers on the day. It is a big job to organise, setup and cleanup some well done to all involved and also to Brad for a mammoth effort.



Trade Display: Brisbane Motorcycles.
DOCQ member Michael and wife Berlanda

I was of course one of the last to leave. I had to tighten the half cut salami on the end of the Shotgun's Silantium and did notice what I thought was an oil stain on the side cover earlier in the day. Anyhow on departure I started up and had a look around when fitting the gloves and noticed fuel leaking over the engine. A hose had split and thankfully no fire.

Lucky for me Greg Graham was still loading his bikes on his trailer and he kindly donated a hose from his bike for my journey home. Thanks Greg and yes I will put some spare hose in that backpack of mine for the future. There is a lesson here. The old green fuel hose gets hard and brittle with age and should be checked and replaced regularly. I certainly don't intend to get caught again.

Ride safe, Gaven



Ducati girls enjoying Greg Graham's NCR Replica



Sean Dwyer's 1987 540cc Ducati



DOCQ Display: Richard Cunbold's 750GT



Terry White's 1978 Ducati NCR Replica Specia



DOCQ Display: Peter Martland's 750 Sport



Graham Kleis's 1980 Ducati 900



Charlene's 750 Sport

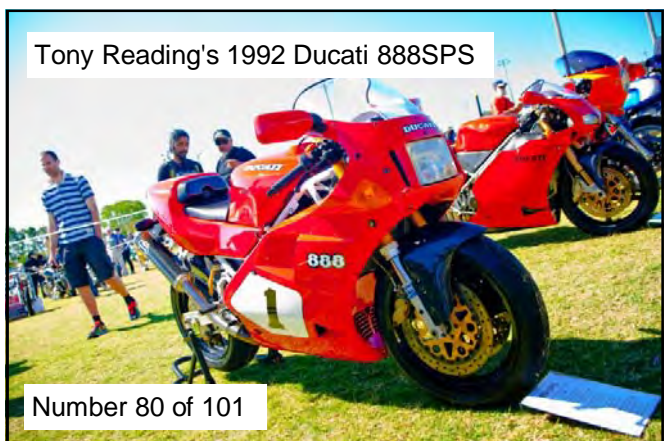


Wayne Sanderson's 1973 Ducati 750GT

(Laverda Concours - Continued from page 20)



Franco's RT



Tony Reading's 1992 Ducati 888SPS

Number 80 of 101



Trade Display: Motorcycle Museum.
Turbo 1994 Ducati Monster 900i



David Olsen 2002 Ducati 748R

A Classic Example of the *CLASSIC* Ducati

story & photos by Wayne Sanderson:

This story was compiled for display purposes at the recent Laverda Concours. Wayne's bike won "Best Ducati, Best Continental Bike up to 750cc and Best in Show".

In the beginning – 1971 to be precise - Dr Fa-bio Taglioni created the Ducati 750GT. It begat the 750 Sport. In 1972 a race version ridden by Paul Smart won the Imola 200. And so it begat the 750 Super Sport. And the motorcycle world saw that it was good, very good indeed. Which is why Ducati has continued to power its range of street and world championship winning race bikes with the V-twin engines (albeit by putting two V-twin engines together to create the V4 in some race bikes) to this day. And because it is so very good, many of the world's motorcycle manufacturers have or have had a V-twin in their range. But it all begins with the Ducati 750 GT. Which is why these bikes are arguably the most sought after classic bikes in the world today, with prices ranging from \$30,000 (and more for a GT) to \$150,000 for a green-framed Super Sport. A good Sport will set you back at least \$40, 000.

A Design Classic

This version of the GT was released in 1973-74 and to my mind is the best of them. It has Dellorto carburettors (the originals had Amals), Brembo front brakes (earlier models had Scarab or Lockheed brakes), Veglia instruments (some had Smiths) and some lovely finishing touches like the wire headlight bracket (instead of black metal) and the round CEV tail light.

At the heart of it all is the fabulous inline V-twin engine - arguably the ideal motorcycle engine configuration - slung low as a stressed member of the frame. It makes the bike narrow and light with a low centre of gravity, which makes its steering quick and responsive. The GT's long wheel-base gives the whole package great on-road stability making it a joy to ride. It rides even better than it looks and the Conti mufflers mean no bike sounds better.

Aesthetically the GT is where industrial design meets art. This bike was built by engineers with the souls of poets. Check out the bevel towers, the curves of the

(A Classic Example - Continued on page 23)



exhaust system, the points case and the headlight mounting. There is nothing on this bike that does not need to be there, nothing added for looks and yet it looks stunning – motorcycle design at its most basic: a frame, an engine, two wheels and a petrol tank. Yet it works brilliantly and is arresting to the eye.

My history with this bike

This motorcycle is my day ride, the only bike I own. I rode it here, I'll ride it home, ride it tomorrow and the day after. I have travelled almost 6,000 kilometres on it (see speedometer and rear tyre) since it was re-registered in mid-January (see registration sticker). It rides even better than it looks.

I bought my first Ducati 750 GT in late 1976 (sold it in 1980 to buy a Laverda 750 SF3) and bought this one from its original owner in 1986. At that time it had done 30,000 kms. I added another 120,000 kms before taking it off the road for this rebuild and restoration when the crankcases were split for the first time – a total of 150,000 kms out of the original big-end. Any blemishes on this machine are the result of honest toil (check out the rear axle nut – how many times do you think the chain has been adjusted?. I could have got new ones, but love the story the originals have to tell.)

It is the ultimate motorcyclist's bike – fine around town, a great sports ride, a good tourer (I have done 1400 kms in a day) and cheap and easy to run and maintain. It more than holds its own on the road today and I am not forced to make allowances for the fact that it is a 40-year-old machine. Best of all is the overall experience of the ride – feedback from the road and the engine is superb. The total effect, combined with the sounds of a mighty engine at work, is among the most enjoyable in all motorcycling.

By the way, I worked for a few years as a motorcycle journalist – I have ridden hundreds of bikes including many modern bikes. These things are subjective of course, but I regard the GT as the best all-round bike ever built from the rider/owners point of view. It gets



the job done, any job, and does it in style. Isn't that the whole point of the exercise? It loves to gallop when you are racing in the streets and it will canter all day in an easy lope (5,000 rpm in top gear = 150km/hr.) It encourages and rewards good riding but will tolerate fools and forgive mistakes. A ride through the mountains on a sunny Sunday on one of these is the most fun you can have with your pants on. The GT is the best riders bike ever in the history of motorcycling. There are other contenders I'll grant you. Buy me a beer and we can have a friendly argument about where the others fall short.

Restoration

The one and only Arthur Davis at Desmo Headquarters, Byron Bay, rebuilt the engine. I put the running gear together, Arthur (and Jim) slipped the engine in and fired it up. Do not even think about taking your Ducati to anyone else. Yes, there are Ducati options in Brisbane but do not go there!

Paintwork: Immersion Imaging, Geebung (thanks Michael!)

Chrome & Zinc plating: Gold Coast Electroplating, Biggera Waters.

Instruments: Lionel Otto Instruments, Salisbury.

Carburettor cleaning: Ultrasonic Eco Cleaning, Maroochydore

Engine Blasting: Specialised Blasting Services

Seat: John Moorhouse, Ergo Seats.

Wheels: Ashes Wheels, Albion.

There are parts on this bike from around the world. With special thanks to Bevel Heaven, Bevel Rubber, Mdina Italia, Old Racing Spares, Loudbike and Overlander (among others).



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Hodgo's on the Go!!!

Part 4: In the NT

story by photos by Pete & Tanya Hodges

We hung around Alice Springs for a few days, then moved onto Tennant Ck where we stayed a couple of nights, waiting for our mate Michael who was going to meet us at Ayers Rock and then Alice Springs, he only had a couple more things to do to his bike before he left Brisbane!!!! We couldn't believe how much gear he had with him for a 2 week trip! Once he saw our set-up he knew he had brought far too much stuff. I think he emptied out his pantry before he left and brought it all with him, we did however enjoy the rice pudding he made using his Trangia cooker!!!



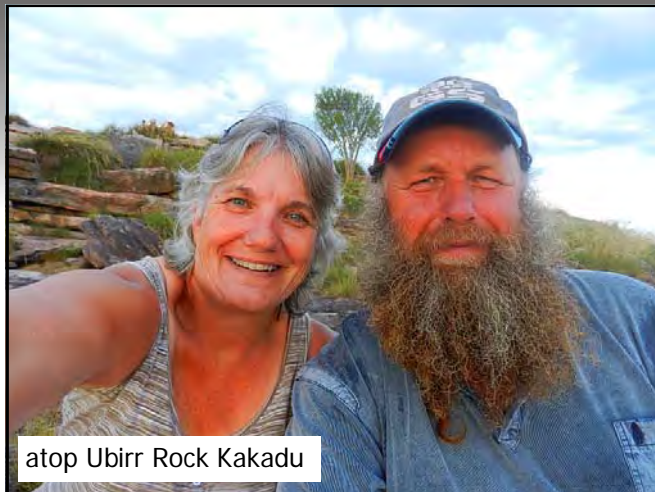
Daly Water's Pub

We travelled together up to Daly Waters where the Steak & Barra meal at the pub is a must do!! Camping was cheap too. The live entertainment at night was very good, even better after a few drinks at happy hour. Michael, who left us at Katherine, enjoyed it so much, called in there again on his way back to QLD, via Alice Springs to see some of the Finke Desert Race.

Katherine was nice, the Gorge a little disappointing in the fact that the only way you can see it properly is



campsite at Berry Springs



atop Ubirr Rock Kakadu

to go up in helicopter or pay to go on a boat up the river. They won't even let you put your own boat in, if you have one. Next stop for us was Adelaide River where I mistakenly thought you took a Crocodile cruise from... all the advertisements we'd seen along the way said the cruise went from Adelaide River, wrong!!! It wasn't from the Adelaide River township but from the river in Darwin. We picked the perfect night to camp there, it was the Annual Adelaide River Race day the next day!!! I now know what the meaning of 'great atmosphere' is, being kept awake by lot's of p***ed people all night and starting again early the next morning. Needless to say we left swiftly in the morning followed by all the Grey Nomads in their vans.



Sunset at Mindil Beach, Darwin

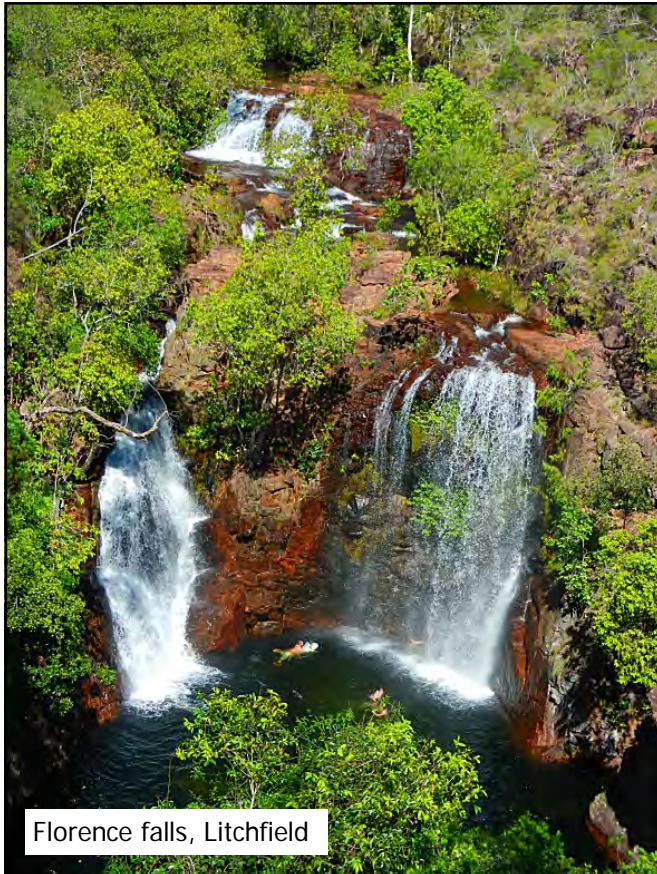
From there we went into Litchfield National Park, which was nice, Wangi Falls being our favourite. Pete was the first one down there for a swim one morning and decided to get out and wait for other 'victims' as it was closed only a few days before due to a croc being in the water. We spent a few days at Jabiru, in Kakadu National Park which was nice. We did one of the Crocodile cruises on the Adelaide River, man those crocs are huge!!! We saw the one that has made the front page of the NT daily newspaper a couple of times, Brutus is

(Hodgo's on the Go!!! - Continued on page 31)

(Hodgo's on the Go!!! - Continued from page 30)

his name and he only has 3 legs, he lost one to shark apparently.

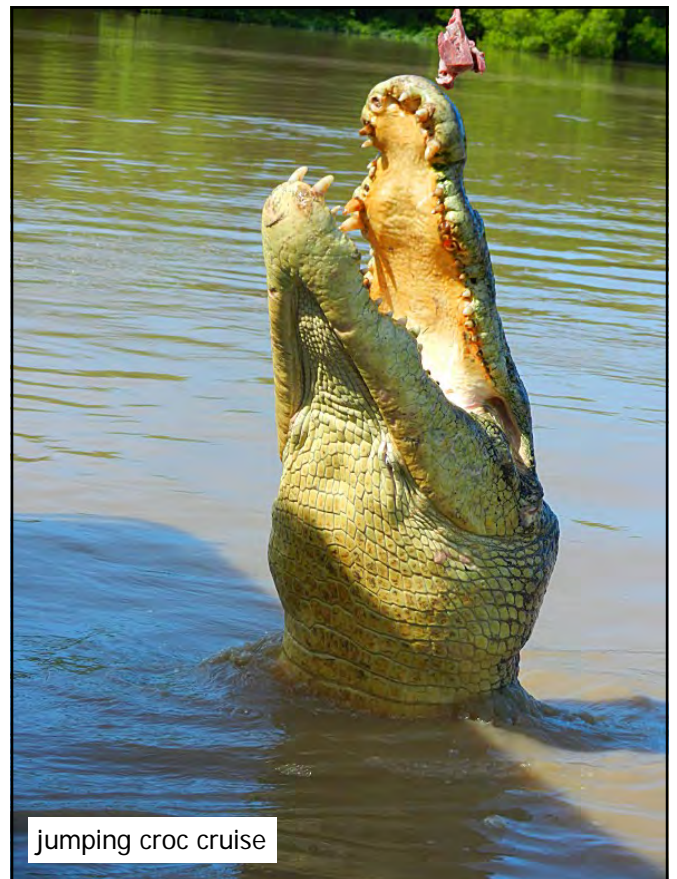
Then into Darwin, what a shock with the prices for camping!!! We had to pay \$41 per night to pitch our tent, I told them that I didn't want to buy the plot, just pitch the tent!!! We then got in touch with the shipping company, Toll Perkins, re getting the bikes to East Timor and getting the Carnets sorted through AANT. That was when we really started to spend \$\$\$. The Carnets cost us about \$2000. Shipping the bikes was almost \$1000 each bike, inclusive of all costs at both ends.



Florence falls, Litchfield

Things we have learned... NT stands for, Not Today, Not Tomorrow, Not Tuesday, Not Thursday, Next Truck, Next Train, Next Time!!! And don't rely on others to do the right thing by you, even if they're in business. Oh and another one, whilst travelling along tourist routes with only a single lane of bitumen, get right off the road to avoid Road Trains (with 3 trailers) carrying livestock, as you WILL get covered in shit!!! Especially tragic when you've just had a fresh change of clothes after a few days wearing the same thing!!! And for those of you who didn't know, Darwin still has a cracker night, it's on the 1st of July, which is Territory Day. You can buy as many explosive devices as you like on that day only and let them off 'willy-nilly'!!! The reports in the paper the next day were that there were less fires caused from the fireworks this year than in the past years!!!

Pete & Tanya



jumping croc cruise

Great Southern Land of New Zealand

The South Island

story by photos by Robert Scott

For many of us ticking off, an overseas motorcycle tour is usually on our wishlist. For some that includes riding New Zealand's South Island.

New Zealand consists of two main islands and many smaller offshore islands. The South Island is the larger island and is about 20% larger than the North Island at 151,000sqkm as opposed to the North Island's 114,000sqkm.

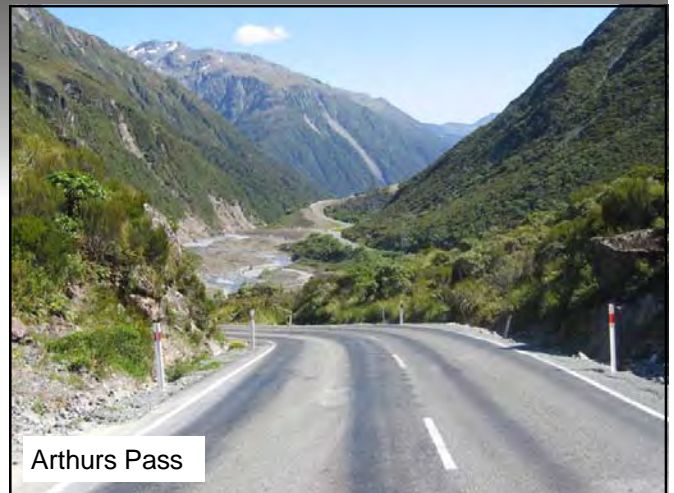
Despite having a larger land mass than the North Island, the South Island's population is only about one-third (1.1mil) that of its northern counterpart meaning from a motorcycling point of view southern roads are relatively uncluttered.

The total land mass of New Zealand is about the same as that of the US State of Colorado or about 10% bigger than the Australian state of Victoria. The South Island has two main length of the island arterial highways, being State Highway 6 (SH 6) and State Highway 1 (SH 1 - which also goes the length of the North Island).

SH 6 generally follows the western side of the Southern Alps mountain chain and SH 1 follows the Pacific Ocean coastline. Whereas the North Island has the volcanic activity and the beaches, the South Island can proudly boast the majestic mountain ranges and dense virgin forests.

Due to having a ready source of river shingle from the mountain streams, the South Island boasts infinitely superior roads to the North Island. All highways and main roads are bitumen, although for the most part they all are only single carriageway.

The South Island is about 900km in length, almost 250km in width and boasts over 5000km of coastline. This ranks it as the world's 12th largest island. For most overseas folk considering motorcycling the South Island, the starting point is usually Christchurch (pop



350,000) where most of the motorcycle rental firms are based.

The other viable tour starting point option is the settlement of Picton which is the terminal town for the inter-island vehicle ferries from Wellington. This is a three hour journey across Cook Strait between the North and South Islands.

If you are comfortable riding around 350-400km per day then there are many superb roads ahead of you during a week of touring. At this pace you could comfortably circumnavigate the South Island.

Some must "overnight stops" include the tourist capital of Queenstown, a night at either of the glacier townships Franz Josef or Fox Glacier, the whale watching town Kaikoura and the alpine resort settlement of Hanmer Springs.

For sheer kiwi hospitality an overnight stop at a Westland country pub is also a must. There are two well known motorcycle watering holes, one being the Mahinapua Tavern south of Hokitika, and the 'Formerly the Blackball Hilton' at Blackball near Greymouth.

A few 'must ride' highways include the 250km SH 73 Trans Alpine Highway which traverses the Southern Alps, and the 260km SH 94 (also known as the Milford Sound Road). This road sees motorcyclists start with rural sheep country in Gore, the lakes of the Te Anau area, and finishing with magnificent beach forests and steep mountain ranges.

Another route on the local kiwi riders conscience is SH 60 which takes riders from Nelson to Farewell Spit. This includes the 23km Takaka Hill which is awash with tight corners and switch-backs, some aptly named corners like 'Devils Elbow' and 'Eureka Corner'. Farewell Spit (an 18km long sand spit) is so named as Captain Cook departed here on one of his voyages.

New Zealand's speed limit is 100kmh, though with the South Island's roads being less congested, this can

(NZ - The South Island - Continued on page 33)



create a false sense of security for motorcyclists as it is not difficult to 'cook a corner' and find yourself in a ditch or the wrong side of the centreline. Exceeding 140kmh will see a rider face an instant 28day loss of licence.

During the summer months, NZ is awash with campervans, particularly on the South Island. They often travel slowly and driven by inexperienced van drivers which can cause a build up of impatient drivers behind them.

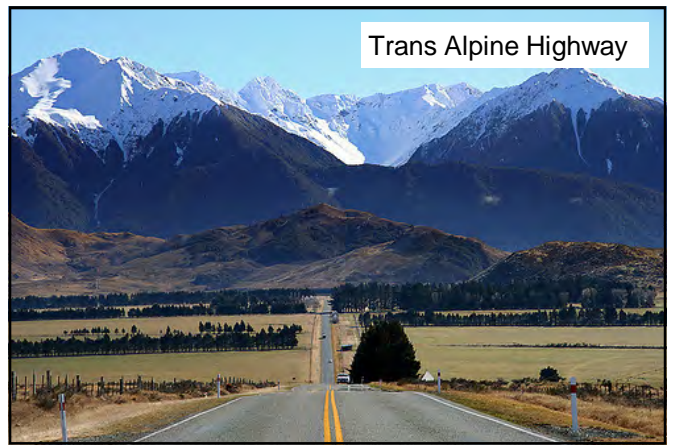
The South Island also experiences a far greater variance in temperature so its not uncommon to be riding in summer at 25-30 degrees during the day and then for overnight it to drop to 5.

A bonus during the summer months is that it doesn't become nightfall until around 9pm. This means on those days you do big distances its not such a problem. Or you can keep the barbecue cranked up for an extra hour or two.

Another feature of the South Island roads are the road-rail bridges of the Westland province where trains and vehicles share single-lane bridges. Motorcycle memorabilia can be found at Methven and Invercargill, and is well worth the stop. In fact at Invercargill a very good collection of old motorcycles is located in a long serving large family hardware store in the main street.

When you finish your day's riding then you may want to relax with a beer at a pub, this will cost you around \$NZ6 for a pint of local bitter. Petrol is currently around the \$NZ2.16 mark (Aug '13) and a good three course meal at reasonable restaurant will set you back around \$NZ50, certainly plenty more if you wish to dine at the higher end of the market.

A motel of reasonable standard will set you back around \$NZ150 per night. If you have a tent, camping will only be about \$NZ25 per night including use of communal facilities. Holiday parks on a shared room basis can work out a very cost effective at around \$NZ40per night per person.



Trans Alpine Highway

One thing is for certain though, it won't take long for fellow kiwi motorcycle enthusiasts to come over and introduce themselves and have a chat on how your tour is going.

New Zealand's South Island represents the pinnacle of motorcycle touring. It's big enough to have varying terrain and awe inspiring scenery each day and small enough that you can comfortably travel and tour the bulk of the island within a week. Come see for yourself why New Zealand is motorcycling nirvana.

Robert Scott

Auckland, New Zealand

www.twowheeltouring.co.nz



And maybe some sheep...

That's Racing Mate!!!

story by Simon Beatty

Old Bob changes down two gears and the diesel grunts as we lurch across the grass heading for a gap between two motor – homes. The trucks exhaust roars out our arrival in the pits like a belligerent challenge and I can feel the static in the air as my pulse begins to race. It's always the same for the last race meeting of the season, and believe me, Mount Panorama takes no prisoners – only the best survive here.

I open the cab door and jump down lightly and run around to the back where I'm met by a grinning Cale, our other mechanic. It only takes minutes to unload the three gleaming Honda CBR's and haul them onto their paddock stands; then the chorus of questions start. "Hey Greg, new tyre-warmers eh? Hey, is that a works sprocket and chain mate?"

"Oh yeah" answers Cale, "Rossi runs the same set on his works bike, we were lucky to get them for a grand, mate, they're a winner."

'Oh no' I think glancing across at Jayne whose lips are visibly tightening. 'Damn you Cale, I'm in for it now!' So I look around in desperation and spot the opposition. "Hey Kevo, howya goin'? Nasty get-off at Doo-hans mate, I really felt for you – by this time tomorrow there'll be more tears after we've flogged you."

And so on....pit banter.

Then timed practice.

Right now we're under starters orders and you know what they say, "when the flag drops – the talking stops."

Now the three lights are on red.

The world holds its breath.

Seconds become hours.

Sinews stretch.

Revs roar.

GO!

Whack! Salt fills my mouth. No vision. Only smoke. Hook her into second and pin the bitch to the stops. I don't even know which gear I'm in, all I know is the rev limiter's going crazy and the exhaust is popping like a twelve guage, the needle's bouncing in the red zone and the noise is raw. Thirty engines howling in an orchestra of screaming metal, and then there's the smell! Mate, it's a drug as raw pulses of burnt fuel combine with small doses of Castrol R. My senses pick up on the stench of burning rubber as two hundred brake horse power strains for traction laying down a trail of smoking black neoprene. Then we dive into the first corner.

Just imagine you're inside a television and there's colours scudding past your peripheral vision, flashes of

green, purples, reds and yellows – all zipping through as cosmic speeds. At the epicenter there's Macbethian clouds of blue/grey smoke swirling everywhere and you're diving into this maelstrom, where you sense, not see, primitive shadows and shapes all buffeting and jockeying for position.

It's insane!

It's living!

My slipper clutch screams and I'm out of the saddle leaning on Kevo's Yam as there's not enough room to depth-gauge the track with my knee. So I lean on the bastard and we bullet out of Hell Corner locked together not giving a millimeter and our shadows blend in this high-speed ballet where we swoop and furl as one. The Honda red versus the Yamaha blue and It's been like this all season. We're on board the fastest accelerating missiles on wheels and using our bodies to scrub off high corner speeds as we blast holes in the air at three hundred k's with a brain we left behind in the toolbox.

My Ohlins suspension soaks up the worst of the bumps and the ram-air is cyclonic as we hurtle down Mountain Straight in a molten sprint for Griffen's Bend.

"Oh Lordy" I mutter as I swoop in way too fast and I can feel the back tyre losing control as we drift wide. The Honda grunts as I slick-shift down and Kevo and I are in unknown territory, elbow to elbow, and I am vaguely conscious of fuel flip-flopping in the tank which adds an extra dimension to our wailing ram-air ducts as they gulp three cubic feet of air a second.

Griffin's is a deceptive negative camber corner with severe bumps on the racing line and I sense I'm getting the better of old Kevo. Then....scaunch....there's a grinding noise and my right knee is forced to one side, I've been caught napping because that sly grub has taken the impossible inside line and at that preternatural moment we are in the hands of the gods. We are both beyond the limits of adhesion and we have to rely upon each other for support. We only need a micron error to send us both tumbling down the road like rag-dolls and I can clearly see his face as I glance across. It is a picture of exhilaration and concentration.

Then....whoosh....we're through and the battle is on.

I'm feral.

We broadside through the Parks into Brock's Skyline and tip into the Esses and arrive at the dreaded Dipper where every vestige of air is driven out of my body as a giant hand pushes my head into my shoulders. A red haze deepens to purple as I force my conscious mind into operation ready for Forrest's Elbow. Oh heavens it's so smooth but the shadow on the ground tells the

(That's Racing Mate - Continued on page 35)

(That's Racing Mate - Continued from page 34)

real story – one bike, two heads – we are so close the shadowy figures on the ground merge. Then, with the last-lap flag an idea is born, grows, and takes root. So, as we drift into Murray's when centrifugal forces clutch us both I drift into Kev and take him to the outside edge of the track....and beyond.

A cloud of red dust tells its own tale.

After this not so friendly episode the giggles hit me and I'm laughing uncontrollably as I cross the line....if fact I'm howling like a monkey chortling, "that's racing mate."

It's Kevins turn to grin on the rostrum when Jayne grabs the prize money envelope and spits, "that's our holiday money Mr Balls Out – a thousand bucks for a bloody chain, whatever next."

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Reason for sale: wife struggles to ride it,

Price \$13,950

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Social Recall...

Dinner: 23rd March 2013

Arriva Italian Restaurant

A hearty welcome to the Toowoomba contingent who made their way down to join the Brisbanites for great pizza and pasta and discussion.

Breakfast: 28th April 2013

Birches Restaurant

A meandering ride through the less travelled twisty backroads to Mt Mee to break our fast. Look forward to more breakfast rides when the weather warms up a bit.

Dinner: 18th May 2013

Villa Maria Latin American Restaurant

It had been a few years since we went to Villa Maria and the Latin American food is still delicious and varied. The corn truffle tacos are highly recommended!

Dinner: 22nd June 2013

Caravanserai Turkish Restaurant

Some Turkish fare to share as we sat on the comfy seats and swapped stories and plans. Afterwards, we adjourned to the car park to compare and discuss the rattling clutches of Monsters and other topics.

Thanks to all who have come along to the breakfast and dinners so far and I hope to catch them and many others at future events.

Cheers,

Clint

Social Night - The German Club

27th July 2013

photos & story by Brad Goostrey

Another fantastic Social Night was held at The German Club in Woolloongabba. I'd heard for years about this place yet have never been there. I'm not a big drinker although I have given a few stubbies a nudge in the past. Tonight, it was all about big glasses and great company.

My wife Kim, daughter Jasmin and I arrived in good spirits. I'm not real patient in a car with traffic but to my surprise we got a parking spot right outside the door. Wahoo!!! The night is off to a good start. I joined up with the German Club on arrival to help Clint with signing in people and everyone was rolling in at a steady pace after that.

My phone rings its, Natasha with her beautiful accent. "They won't let Theo in because he has no Photo ID. We've been dropped off and now we're stuck outside" she said. I thought, "this is the German Club not Immigration".

Theo is in his thirty's and is from Greece. So I go outside to see them and Security to me he can't go in because he has no Photo ID. I said, "what's the problem? It can't be his age look at him!"

"It's a licence premises and you need ID", he said. I have never been asked this before, this turkey just kept repeating himself. In the meantime Tash was organising someone to get Theo's wallet. I had to leave them standing outside, couldn't even get them a drink.

Back inside, I grabbed the head security bloke there, he looked important as he was wearing one of those ear pieces, I told him what was going. We walk back to the front door at a steady pace.

He said "they have to ask to check their age". As he said that I pointed to Theo. He just stopped and said "he's ok to come in". The look at that other security guys face was priceless...

I had already had $\frac{3}{4}$ of litre of Fishers, gee those glasses are big. We all sat down in the restaurant and not in the hall where there was about 200 hundred people all set to party.

We had about 30 people in our group. What a great turn-up and I had a smile bigger than Garfield's. The meals were huge and cheap, and it came out fast considering the amount of people in the place. Their chef would have been busier than Kevin Rudd on polling day.

By 11pm there was only a few of us left. I had a fabulous time with my friends and family. I think Theo slipped me one of those double strength beers at some point, just to thank me quietly. I was pretty happy.

As we were walking out, we heard the sounds of Zorba the Greek playing. Theo and I looked at each



other, Kim said "they won't let you in...", and we charged the dance floor to join the circle of about 40 people laughing and kicking their legs.

You know that part of the song where the music gets faster and faster? I broke out in some cowboy hand-slapping heel-tapping dance!!! I don't know what came over me. I quickly returned to the circle finishing the dance. It was fun and thanks to Theo for the dance.

A big thanks to Clint for organising a fabulous night. We have to do that again next year!!!

Brad

PS: Sorry about the photo. It was the only one we took that night...



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WELCOME!!!

DOCQ Birthday List

September

Barry Niland, Francis Atkins, Russell Johns, Bernie Stevenson, Wayne Briancourt, Ken Robertson, Robert Barton, Graham Henderson, Richard Cunlold, David Olsen, Melanie Houghton, Paul Ready.

October

Peter Rutherford, Bob Pashley, Michael Howe, Jackie Bell, Glenn Harris, Mark Ellison, Mark Standage, Trevor Fryer, Lisa Smith, David Columbus, Benny Benson, Martin Smith, Brad Miles, Clint McDonald, Shane Uttley, Geoff Donald, Joshua East.

November

Kevin Bursnall, Grant Kerswill, Mick & Steph Grealy, Brad Hall, Craig Bellchambers, Brett Rae, John Bizjak, Jenny Dumma, Mark Meyer, Alison Stewart, Peter Payne, Noel Carmody, John Jeffery, Paul Massingham, Casimir Boyer, Natasha Terigiakis, Robert Smedley.

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The Only Time Ducati was Flying High in Sachsenring 15th July 2013

Famed sports photographer Gigi Soldano has shot some amazing photos like that Rossi slide on the Ducati last year. At the German MotoGP yesterday he caught the only highpoint for Ducati of the entire weekend – literally.

Andrea Dovizioso destroyed his laboratory spec version of the Ducati GP13 during practice. The bike tumbled into the air after Andrea lost the front in one of the few right hand turns at the Sachsenring circuit. Gigi caught the bike in the air just as team mate Nicky Hayden rode by. During the race Dovi and Nicky Hayden finished 7th and 9th respectively.

Source: @GigiSoldano



Not Your Typical Ducati Daily Rider 24th June 2013

Tony Hannagan of Bevel Tech wanted an everyday ride but it needed to be consistent with his bevel passion so no Pantah or Superquadro based nonsense!

The solution was to create his version of a "modern" 860GT. The challenge was to use as many parts that he had on hand. While the frame is a standard 1975 item the swingarm is a new chrome moly unit that pivots on needle roller bearings and built to house 851 rims fitted with modern rubber. A modified Brembo disc is used in place of a drum.

The Brembo front callipers are from a 916. The front forks were originally fitted to a MH900e and their shorter length both reduces the wheelbase and quickens the steering. Öhlins shocks are used at the rear. A rebuilt but standard spec 900SS motor provides the power.

As usual this beauty was brought to us by famed Ducati photographer Phil Aynsley. Phil has many more photos of this stunning modern 860GT over on his site.





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General Notice Board

Come to the Club Ride of the Year!!!



Ducati Owners Club of Queensland 36th Year Anniversary Celebration Sunday the 17th November 2013

*Recreating the DOCQ first ever ride from
The Big Gun Underwood to Chillingham (NSW). Come along and
celebrate this great ride with the founding members of our club.*

Meet: 8.00am - Depart: 9.00am

From:

The Big Gun Car Park,
2912 Logan Road, Underwood.



To:

Bucks Barn, Chillingham,
next door to the Chillingham Store.



*Arriving at Chillingham, a BBQ lunch and refreshments will be
provided for everyone to enjoy and celebrate this day!!!*

17th November 1977 TO 17th November 2013 = 13,149 days OR 1,136,073,600 seconds

General Notice Board

DUCATI OWNER CLUB OF QUEENSLAND 2013 CHRISTMAS PARTY

**Come dressed in your best
OR
come fancy dress, Italian Style!!!**



When: 6pm 23rd November
Where: The Tavernetta Function Centre
Address: 144 Dorville Rd Carseldine 4034
Stay: Accommodation available nearby,
(email Brad for details)
Cost: \$40.00pp
(Includes Buffet, a House Beer/Wine or
Soft Drink on arrival)
RSVP: 15th November 2013
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Contact: Brad on email: bandkgoostrey@bigpond.com OR mobile: 0417 690 364

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DOCO Member

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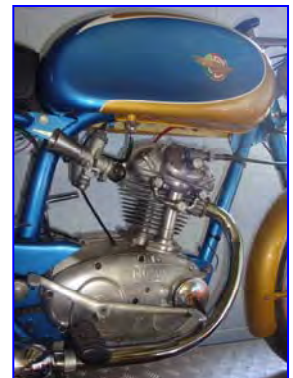
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