

Monthly Newsletter

- Dicembre 2009 -



Italian Bikes in the ACT

Ultima Notizia

Khancoban Run report & pics

2009 ECO Challenge report

Casev's new motor

Yasou (G'Day), (learning from my Greek dad).

Well as you all might know by now, the 450 had some electrical issues on the Khancoban run. I look at it in a positive way though, as I'm a glass half full kinda person that my bike did the entire run, stayed the cleanest, used the least fuel, and I got to ride some other awesome bikes (Gimp's 750GT, Grant's 750 Sport, and Gaye's Supersport) plus got to go two-up on Chris Robert's BMW which really was the highlight of my trip. I'm just glad for a second year in a row I didn't have the ugliest bike on the ride, which when Pete Yeend and I tallied up the votes came out to be the 749R by a long way! So if I'm not mistaken due to my misfortune club formalities say I have one full year of sledging coming my way.

Don't forget to check out the up-coming events column, there is of course the Christmas Party and the Maintenance Day (shocks, brakes and tyres) and the usual great ride list which should keep us all occupied for a while. Have a safe and happy Christmas and a fun New Year!

Michael

Eventi #Uno - what's on

Here is the latest list of CDDC events. For further information, please contact **Craig Evans** (contact details at end of Newsletter).

December

Sunday 13th December - CDDC Christmas Lunch at the Old Parliament House Senate Gardens. From 12:00 with spit roast catered lunch at 12:30. \$17.50

per head with kids under 12 free. Also a Secret Santa for those wishing to partake, simply bring a gift of no more than \$10. See the CDDC webstore for payment details.

For those interested there will be a short ride finishing at the lunch."3 Peaks" ride - Mt Ainslie, Black Mountain and Red Hill, finishing at OPH. Meet at Green Square 10.30 for an 11.00 departure.

January

Friday 1st January - New Year's Recovery ride. A short "mystery ride" finishing with lunch at Taso's Bakery Cafe in Bunda St Civic. Meet at Green Square 10:30 for an 11:00 departure.

Sunday 17th January - CDDC Maintenance Day, concentrating on suspension setup. Meet at the Dickson Motor Registry shelter 10:00am.

Monday 18th January - CDDC Monthly Meeting at the Italo-Australia Club, Forrest, 7:30pm start. Pre meeting at 6:00pm for those interested.

Sunday 31st January - CDDC ride to O'Connell Hotel, near Oberon. Meet at the Bakery in Bungendore, 8:30 for a 9:00 am departure.



February

Monday 8th February - CDDC Monthly Meeting at the Italo-Australia Club, Forrest, 7:30 pm start. Pre meeting at 6:00 pm for those interested.

Sunday 14th February - CDDC ride to Boorowa for lunch - via Crookwell. Meet at Green Square 9:30 for a 10:00 am departure.

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Eventi #Duo - the wraps



'09 CDDC KHANCOBAN RUN

The CDDC now annual overnight run to Khancoban was the probably biggest and best ever. Record numbers of bikes, great weather, fantastic new roads discovered and only a few gremlins. The CDDC'ers had the benefit of being joined by fellow Ducatisti and other bikers in Cooma and Khancoban. The roll of attendance is set out below.

CDDC'ers

Craig (Strudel) Evans – '02 Multistrudel, Taso (Wildebeest) Samios – '03 749R, Phil Goldacre – '70 750GT, Steve Fleck – '95 900 Superlight, Maxx (spook) Baxter – '95 900SS, Fred Stewart – '85 860 GTS, Peter (ybaf) Yeend – '08 Hypermotard, Michael (Pres) Fuller – '69 450 Desmo, Ross (Rosco) Burke – '08 Hypermotard, Grant Fuller – '73 750 Sport, Dave (Mr Smooth) Shipley – '99 ST2, Michael (MJP) Phillips – '05 Paul Smart Replica, Tino (MLT) di Placido – '01 S4 Monster, Peter Bosz – '07 629 Monster, Tim & Margie – '03 749, Gaye McIntyre – '03 DS1,000SS, Chris Roberts – '79 R100S BMW, Nick Fuller – '02 Toyota Ute.

Wagga/Albury putsch

Igors (Igors) Kalnins - 1100 Brevi Guzzi, Tim (Timmahhh) Wotton - 1200 GS Beemer, Jason (Gene) Dawson - 1200 GS Beemer, Kris (Tef) Wittig – '98 748 Strada, Peter (Pedro) Doyle – '03 ST3, Genief (CC) Cornish – '02 ST2, Darren (Bodj) Dunn - '76 750 Supersport, Stephen (Stefano) Lynch - '76 900 Supersport (for display purposes only -the shame of it all).

Sydney contingent

Steve Chew - '01 ST4, Young Martin –'00 ST2, Gary Peters – '01 ST4S, Tony Bestakis – '08 Multistrudel, Paul Murphy – '00 ST4, Rocco Rinaldo – '03 999S, Jason Mikellides – '09 1198S.

This time Phil's GT made it past Williamsdale – he has been getting some stick over the past 12 months as the GT had to turn around just after Williamsdale with a misfire in last year's run. Unfortunately this time the Williamsdale bug struck Pres Michael's '69 450 Desmo, which stopped about 200 metres past Williamsdale. Williamsdale may be gaining a Bermuda Triangle reputation for bevel CDDC'ers??? In the case of

the 450, what turned out to be a faulty diode in the regulator/rectifier initially looked like a dud battery. The 450 was loaded on to the support vehicle capably driven/provided by Nick Fuller. A new battery was obtained in Cooma but the 450 was still dead. It was sad for Pres Michael as he had to spend some time in the Ute over the next 2 days – v/frustrating to not be riding in such great weather and the best roads in Australia. The Ute was to get more of a workout over the next 2 days. Ducati has been using the same regulator/rectifier design since about 1920 and the same units can even be seen in the latest 1,198 models. They especially don't like heat and can be prone to stopping.

After brekkie at the East End Café in Cooma – it was off to Adaminaby, Kiandra, Talbingo to Tumut for lunch. Taso just pipped ybaf on the Hyper into Adaminaby this year - his 2nd lucky win in successive years. However, his streaky run of luck is about to end once the high comp pistons, DP cams, ported/flowed heads, lightened flywheel are installed in the Hyper in the next couple weeks, it will then be a 749R slayer.



Williamsdale

This year, instead of the usual direct run to Batlow and Tumbarumba, Stephen 'Stefano' Lynch suggested some little used forestry roads. They were in fact the roads that Tim & Margie (749) had suggested last year but we foolishly didn't take. The roads were fantastic and the scenery great. A big ta to Stephen and contrite apology to Tim. Unfortunately, both Stephen's '76 900SS and Darren 'Bodj' Dunn's '76 750 Supersport both dropped on to one cylinder. They would occasionally fire on two pots but most of the running was on a frustrating one pot. Stator plates was the later diagnosis – v/frustrating for both riders. In the end the Ute came into handy and both ended up on the trailer.

We didn't take the now usual route from Tumbarumba to Jingellic as it had extensive road works. We took the run via Tooma to Tintaldra on the Murray River for a cold ale. Near Tooma we stopped to look at the Dick Smith funded memorial to the air crash of the Southern Cloud in 1931. 1931 was in the fledgling days of commercial aviation and there were then 3 main air crashes in Australia in the 1930s that rewrote the aids and guidelines for commercial aircraft. There was the crash of the Southern Cloud in the Snowy mountains in 1931, the Stinson in the McPherson Ranges on the QLD/NSW border in 1937 (found by Bernard O'Reilly), and the DC2 (Kyeema) in the Dandenongs in 1938.



The Wildebeeste on the ugliest bike on the run

The Southern Cloud Memorial is dedicated to the crash which was then Australia's greatest air mystery. On March 21, 1931 the three engine airplane disappeared without a trace on a flight from Sydney to Melbourne. It was Australia's first big civil airline disaster. The mystery was finally unravelled 27 years later when the Snowy Mountains Hydro Scheme was in construction. On October 26, 1958, Tom Sonter a carpenter left his camp 15 miles from Happy Jacks and came upon rusted metal. The riddle of the Southern Cloud had been solved. The Southern Cloud lay on the south west side of the densely timbered mountain ridge of the now Kosciuszko National Park. You can also see bits of the plane wreckage in the memorial on the main road in Cooma. In those days there were no directional beacons for aircraft and no two way radio communication between aircraft and the ground. So notwithstanding the weather and forecast looked OK when the plane left Sydney a sudden storm from the south west engulfed the Snowys and plane flew into what pilots called a 'stuffed cloud'.

I followed Michael Fuller on Phil's 750 GT with Nick Fuller as pillion for some of the journey from

Tintaldra to Khancoban. Boy that 750 GT gets along and Pres Michael really knows how to punt it. I also followed Grant on the lovely '73 750 Sport on the same leg through a series of bends I know well and I couldn't get over how far he leans the Sport over. I never thought when I had a '72 Sport in the '70s there were any issues with ground clearance but Grant seemed to be going right over to the edge. Of course the older narrower wheels/tyres make it appear it is leaned over a long way but he was punting it too.



Fred on the fast GTS

Sat night was the usual Alpine Inn which is in a lovely, quiet tree lined setting in Khancoban. Sun morning saw the 2 blue and silver bevels picked up from Albury/Wagga. Most of the CDDC and Syd contingent went back over the Alps via Cabramurra, Kiandra and Adaminaby. The ride up over the Alps and through the forest on a lovely Sun morning was v/nice. 2 CDDC'ers went back via Tom Goggin, Thredbo and Berridale. The best of company – all those lovely Contis and Termis making really nice music and no get offs. Yes we had a few mechanical issues but we weren't in a hurry and Nick Fuller was most, most handy in the back-up Ute.

ybaf



^^^ **THE 2009 ECO CHALLENGE**



Sun the 30th of November 2009 saw the 31st running of the CDDC Economy Run, now called the Eco Challenge in sympathy with the current issues around global warming and greenhouse gasses.

The route included some fast open stuff on the Uriarra Rd, some up-and-down on Black Mountain, some parkway travelling on Parkes Way and William Hovell Dve and also some urban/city riding. A good varied test of rider skill, smoothness

and timed efficiency. The Eco Challenge is a timed economy run, not just a straight fuel economy run. So a rider may use less fuel but if he/she does the run in a slower time, they may get a higher score than another rider who does a quicker run. Lowest score wins except in the worst economy class.

2009 Eco Challenge Winners

Class	Rider & bike/scooter	Eco-Challenge Scoring (75k course)	Prizes
Best Japanese over 600cc	Brenton Gerspach 1983 Kawasaki 550G	1.73 litres X 47 mins = 81	Joe's Motorcycles voucher
Best Italian over 750cc	Robert Fletcher Ducati 900SS	3.97 litres X 63 mins = 250	Gecko Motorcycles \$100 voucher
Best Italian under 750cc	Leigh Campbell 1976 750SS	2.37 litres X 73 mins = 173	Gecko Motorcycles \$100 voucher
Best European – non-Italian	Dave Shipley AJS 350	2.09 litres X 75 mins = 157	Axle Motorcycles - \$200 off a tyre
Best Pillion	David Turnbull '06 Honda CBR1,000RR	3.61 litres X 65 mins = 235	TJs voucher
Worst Economy	Alex Sykes Ducati ST2	4.74 litres X 72 mins = 298	A dyno run on

A big thanks must go to svelte, buffed, bronzed, bulbous bowser boys - Paul (HRC) Tempestini, Craig (Strudel) Evans, Taso (Wildebeeste) Samios, Eric Wensing and Chris Roberts. Gaye McIntyre was the hard working check-in-chick. Without their expertise and effort, the event wouldn't work – a BIG ta. Quite a few of the ECO Challenge participants were disappointed to not see the bowser boys with umbrellas and tight fitting shorts – however, for myself I can't see it and hope it won't happen soon. Taso Samios from the Bakery Café in Civic also did a great job in providing the BBQ with lovely bread and nice sausages – a big ta to Taso.

We had a significantly less number of competitors this year. A reflection of the fact we didn't advertise/market the ECO Challenge so well.

ybaf

Oggetti Vari



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DUCATI GENERAL MANAGER FILIPPO PREZIOSI ON THE NEW DUCATI ENGINE AND THE NEW 1000CC MOTOGP FORMULA ^^^

One of the most notable things to emerge from the post-race tests at Valencia was the new firing order being tested by the Marlboro Ducati team. The difference in engine note between the new engine and the old one, still being used by the satellite Pramac team was striking, with the GP10 sound much more like Yamaha's M1 - and a return to Ducati's original big-bang roots - than the pure screamer currently in use in the Ducati Desmosedici. And although it was obvious that the engine was not using the original "twin pulse" configuration, which saw the two vertical and horizontal cylinders firing almost in unison, the cylinder pairs were clearly no longer firing 360 degrees apart either. The sound had everyone speculating, wondering just how Ducati changed the bike and why.



Marco Luccinelli on a 750F1

MotoMatters.com was fortunate enough to be part of a small group of journalists who had a chance to talk to Ducati Corse's General Manager and engineering guru Filippo Preziosi about the GP10. In the few minutes we had with Preziosi, he covered the new firing order, the rationale for making the switch, and what he thought of the proposed 1000cc engine regulations due to come into effect in MotoGP in 2012.

Q: So, it looks like a positive test, both Casey and Nicky very happy?

Filippo Preziosi: Yes, I'm very happy, because all the new parts we provided to the rider that were approved by Vittoriano (Guareschi) at the last tests in Mugello are good for the riders. So that's very good for me because both the riders gave me the same comments, and that makes me more comfortable that we are making the right choice. So now we start building the bike for 2010, and the same bike that is approved by the official riders and by the test rider Vito will be provided to the satellite team, for the first test in Sepang. So, now it's time to work again in developing the bike starting from that stage.

Q: Can you explain a little bit about the firing order, because it sounds completely different to the GP9?

FP: Yes, it's funny because it's enough to change a little the delay between the left and right cylinder of the same group, vertical or horizontal, and the sound is completely different. But of course what we were searching for was the driveability, and we found that there is an improvement in that area. Of course we will lose some power, but of course what is interesting for us is the lap times, not the top speeds. I think all the rider are enjoying it so we will go on in that way.

Q: Casey said it smooths the bike out and it's made it tamer. Because of that, will you look at revising the chassis?

FP: I think with the new engine, the optimal setup will not be the same setup you choose for the old engine, because the riding style will be completely different. Even the riders will have to change their riding style. So that make me even happier, because we reached a good lap time without changing the setup, so I think there is some room for improvement.

Q: You have switched between the screamer and the big bang before at Ducati, now this seems more like a big bang engine, why did you decide to change the engine concept at this stage?

FP: Because I think we have to test continuously different things to improve the performance. At that stage, it was really interesting to test the different firing order.

Q: What was the main target to increase performance? To make the bike smoother to ride for Casey or to improve the rear traction or what?

FP: No. I discussed with Casey a lot what we need for the bike, and he was asking for a smoother bike. I'm sure that when we do something for Casey, even the other riders are faster. And that was

exactly what happened today. So we never found something that Casey asked us to do that was not also good for the other riders. So we never have a conflict.

Q: Is the goal also to use less traction control and save more fuel so you have more fuel at the end of the race?

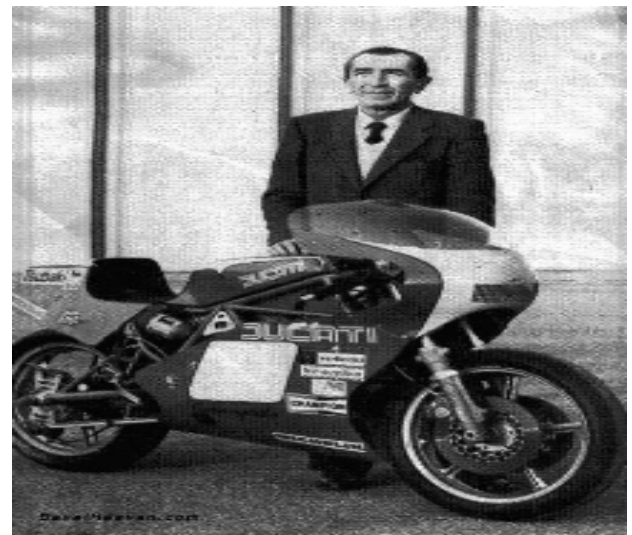
FP: Yes, for sure. The engine is smoother, so it is easier to ride and this is a small advantage.

Q: Because you can hear it kicking in a lot less...

FP: That's true.

Q: There's been some talks about the 1000cc capacity coming back in a couple of years, based on production engines, what's your opinion?

FP: It's not production based. Is 1000 cubic centimetres, with a maximum stroke that allows production engines to be used without a huge difference. But still, a prototype engine will be faster. So I'm sure that top teams and manufacturers will produce completely prototype engines. Other manufacturers can start from a production engine, using some parts and modifying others without a rule that will force you to use this part or the other part. So it's not production-derived, it's completely free, just the stroke, just the bore and stroke must be the same.



Q: Have you started work on a 1000cc engine? Have you even started to think about it?

FP: No. First this one.

Q: Do you think it's a good idea to go back to 1000s?

FP: It's an easy way to have a higher number of riders on the grid, because you don't need the prototype engine, you can use some in-between

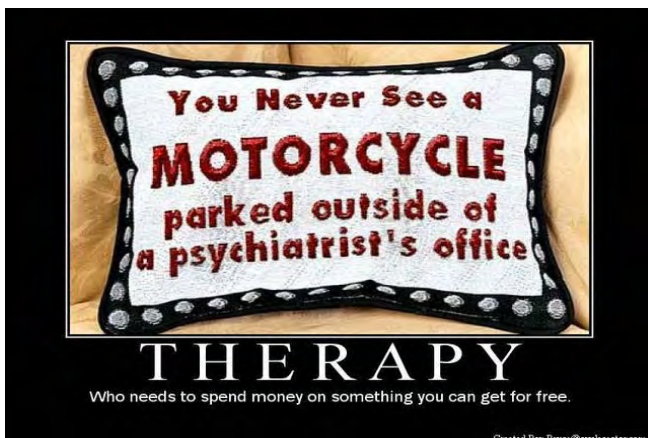
engines. But I think the top riders will be the same, the top manufacturers will be the same.

Q: What about next year, your riders will only be allowed to use 6 engines for the whole championship, so one engine may need to last 2,400, 2,500 kilometres. Have you had to sacrifice some performance to achieve reliability?

FP: For sure there is a compromise between durability and performance. We are working and we are trying to lose as little performance as possible. We will decide at the first race what level of detuning we need. We will try to do all the winter tests in the most powerful condition in order to check the durability, but we will check the durability on the test bed and we will decide where to put the rev limiter.

Q: Is the easiest way just to reduce RPM?

FP: The rev limiter is the medicine which will solve any durability problems. But unfortunately it also reduces the performance.



??? **YOUNG MEN FEEL SPEEDING IS OK - IF THEY ARE DRIVING ???**

Young men commonly feel speeding is okay, but only if they are the one driving, a road safety expert says. Soames Job, director of the NSW Centre for Road Safety, told a Sydney audience on Wednesday the finding was revealed in new research examining the attitudes of NSW drivers towards speeding. Speaking at the Road Safety Research, Policing and Education Conference, Mr Job said speed was by far the biggest single behavioural factor in serious crashes on the state's roads. (It is) one which we are gradually managing downwards," he said. "People feel it's okay to speed as long as they are personally in control. It's a common view of young males."

NSW Transport Minister David Campbell, who opened the three-day conference, said the government remained concerned about a sharp rise in road deaths this year. "Although the road toll in NSW has been on a downward trend in recent years, a sharp spike in this year's road toll is a major cause of concern," he said. "The road toll in NSW this year is running at about 30% higher than the same period last year." So far this year, 404 people have been killed on the state's roads, 88 more than the same time last year. The final 2008 toll was 316 - the lowest annual tally since 1944. In September, the government promised 48 extra highway patrol police officers to tackle the problem.



))) GREAT RIDER STUART O'GRADY BLOWN OUT BY THE DUCATI MOTOGO BIKE (((

Australian cycling star Stuart O'Grady will be released from a Spanish hospital on Wednesday after his collapse at the Valencia MotoGP. O'Grady collapsed and suffered a seizure shortly after a high-speed hot lap on the back of a modified racing bike at the circuit in Spain on Sunday. He believes it was probably triggered by the stress on his body from the extreme experience, however doctors now have given the 36-year-old 2007 Paris-Roubaix winner the all clear after a series of medical tests.

"When the ride finished of course I could feel my heart rate soaring, my blood pressure rising, but I didn't give it much more thought," said O'Grady, who has also won two stages of the Tour de France. "But then I started having blotchy vision and 20 minutes later I had a seizure and collapsed. "It was possibly the extreme 'hyper tension' or maybe an old scar on my brain from one of my previous crashes but there's no use speculating or guessing, it's happened and that's that." Prior to the ride O'Grady, who rides with Team Saxo Bank, underwent medical checks and was cleared to participate.

"The ride around the Valencia circuit was unbelievable," said O'Grady, who rode pillion behind MotoGP legend Randy Mamola for the hot lap. "I've jumped out of planes, been in a Russian fighter jet, a V8 Supercar, the works. But the twin-seater Ducati blows them all out of the water. "I have never come close to the experience of hanging on for your life. "The braking on those bikes had my feet coming off the rear pegs, and my butt way off the seat, the acceleration meant I needed my full

strength to hang onto the machine and not get flicked out onto the track in front of 90 thousand fans," he explained. "It was something I will never forget and would do again tomorrow if my body could handle it."

During his almost two-decade career at the top level of professional cycling, O'Grady has had more than his fair share of injuries and medical problems. In the past he has broken numerous bones, been treated for an abnormally high heartbeat and had surgery to repair a blocked artery. In 2007 a high-speed crash during the Tour de France left him with five broken ribs, a broken shoulder and a punctured lung. Earlier this year he was sidelined due to injuries sustained in a crash during the Milan-San Remo event. So, from O'Grady's perspective this latest incident is nothing to be concerned about. "It takes more than one lap to get rid of me," he said.



~~~ **IF WE ARE WHAT WE DRIVE**  
**- WE'RE CHANGING GEAR** ~~~

Some motoring journalists and the Seven Network would have us believe that Australians have a "love affair" with cars, especially big, fast, throaty V8s, such as the V8 Supercars and the Bathurst 1,000.

Well, sorry to disabuse you of that notion (if you believed in it), the reality is that Australians are rapidly embracing motorbikes (especially scooters) and diesel-powered cars. Both are changing the shape of car ownership and car sales, according to the latest Motor Vehicle Census from the Australian Bureau of Statistics. The ABS says that over the five years from March 2004 and March this year, the Australian passenger vehicle fleet grew 13.1%, from 10.6 million to 12.0 million.

"Motor cycles and articulated trucks were the vehicle types showing the largest growth over this time with increases of 57.5% and 22.5% respectively. Light commercial vehicles rose by 21.4%, buses rose by 18.4% and rigid trucks by 17.9%. Non-freight carrying trucks and passenger vehicles had the smallest growth over the same period, with increases of 13.2% and 13.1% respectively.

Motorcycle popularity in Australia continued to grow at a faster rate than any other vehicle type in the twelve months to March 2009, with registrations up by 10.0%. Motorcycle (including scooter) registrations have increased by 57.5% over the five years to 2009, according to the ABS. "This popularity saw motorcycles earn a 4.0% fleet share

of all vehicles registered in Australia, rising from 2.9% in 2004. This compares with passenger vehicles, which have dropped from a 78.5% fleet share in 2004 to 76.7% in 2009.

"Increases in motorcycle registrations over this five year period have been observed in all states and territories, with Western Australia recording the largest percentage increase (75.9%), followed by the Northern Territory (70.2%). The smallest percentage increase was in Victoria where registrations of motorcycles at 31 March 2009 were 44.1% above those recorded 5 years earlier.



All up the Motor Vehicle Census shows a total of 15.7 million vehicles were registered in Australia in 2009, or 72 vehicles for every 100 Australian residents. Over the 12 months to March this year, the total number of vehicle registrations rose by 2.5% (it was heavily influenced by the economic slowdown and the rise in fuel costs during the year, plus the financial crisis).

The ABS said that over the year to March, total diesel registered vehicles in Australia rose by 9.8%. "This continues a five year trend, with the total number of vehicles registered with diesel fuel increasing by 53.1% since 2004. Over the same period, diesel registered passenger vehicles increased by 80.0%, and light commercial vehicles registered with diesel fuel have increased 60.3%."

"At 31 March 2009, there were 862,392 light commercial vehicles registered with diesel fuel. This is 42.8% of all vehicle registrations in the diesel category. For light commercial vehicles, the number of registrations with diesel fuel at 31 March 2009 was 60.3% higher than at 31 March 2004. Hybrids were lumped in with LPG, dual fuel and 'other' vehicles.



The ABS said NSW had the largest share of the Australian fleet at March 31 this year with 4.6 million vehicles or 29.1% of all registered vehicles. Victoria had the second largest share with 4.0 million (25.6%) and Queensland had 3.3 million vehicles (20.9%). The Northern Territory had the smallest share with 0.1 million (0.8%) registered vehicles.

In the five years from March 2004 to March this year, three states experienced growth above the national average of 15.8%. Registrations in Queensland at March 31, 2009 were 23.6% above those at March 31, 2004, an average annual growth rate of 4.3%. In the same five year period, registrations in Western Australia increased 23.5% (also an average annual growth rate of 4.3%) and Northern Territory registrations rose 21.5%, with an average annual increase of 4.0%. South Australia's growth in fleet size between 31 March 2004 and 31 March 2009 of 10.3% was the smallest. In this state, the average annual growth was 2.0%, according to the ABS.



~~~ **NEW CDDC NEWSLETTER**  
EDITOR NEEDED ~~~

This is my last CDDC newsletter. My temp emp job is finishing and I will no longer have the news sources and capacity to put together the newsletter. Anyhow, I was only doing it temporarily after Doc Rutherford finished his stint until a new editor was found. Prior to Doc's 12 month stint, I was the editor for about 4 yrs, but it now needs new ideas, new focus and fresh approach.

Tis a simple job – basically just cut & paste items and keep the up-coming events calendar up-to-date. Tis a good job. This could be your first step on the ladder of becoming a media mogul?? Would you like the opportunity to sledge and name the ugly Ducati owners in the CDDC?? Get in contact with Pres Michael and talk about it.

ybaf

Arrivederci

Who's Who in CDDC

THE COMMITTEE

| | | | |
|--|---------------------|--------------|--|
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| Kick Starts (Events Co-ord) | Craig Evans | 0418 118 165 | Craig.evans@cddc.org.au |
| Racing Leathers (Regalia) | Helena & Alex Sykes | 0428 646 718 | Alex.and.helena.sykes@cddc.org.au |
| Fuel injection mapping (Web master) | | | |
| Riders guide (Ed) | | | |
| User manual (Librarian) | Phil Goldacre | 0432 747 870 | phildesign@netspace.net.au |