

Monthly Newsletter

-Novembre 2019-



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Ultime notizie



- New Committee
- Upcoming Rides
- News on the Christmas Party
- Tipping Competition – after Phillip Island

Il Presidente:

Hi All, happy November. I know I did this to you two years ago but that was for the VP position. About the new Pres: I was hatched in Sydney back in 1957 to an RAAF dad and as such I got to move around a bit, mainly Townsville, Canberra, Sydney, Canberra, Washington and back to Canberra again. I joined the Army from Canberra in 1976 and so I continued to move around a bit.

After initial training at Kapooka I was allocated to the Infantry and sent to Brisbane. For the first four years I trained to make people extinct with extreme prejudice becoming rather well trained with the rifle, grenade, machine gun, mines, booby traps, bayonet and anti-tank missiles. I was also trained in radio comms, first aid, working with helicopters, planes, amour and of course walking, lots of walking.

After four years I found out that the Royal Australian Corps of Military Police had motorcycles and Landrovers and didn't have to walk anywhere near as much. So in 1980 I changed jobs,

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got promoted to Corporal and stayed in Brisbane for another four years, in that time I did domestic policing which is pretty much the same thing you see civilian police doing, Traffic accidents, patrolling in and around military bases, apprehending speeders, AWOL soldiers minor criminal investigations and escort duties. I also did time in a field unit where I supported the fighting units when out bush where I did convoy escorts, route making, checkpoint & HQ security and guarding POW's.

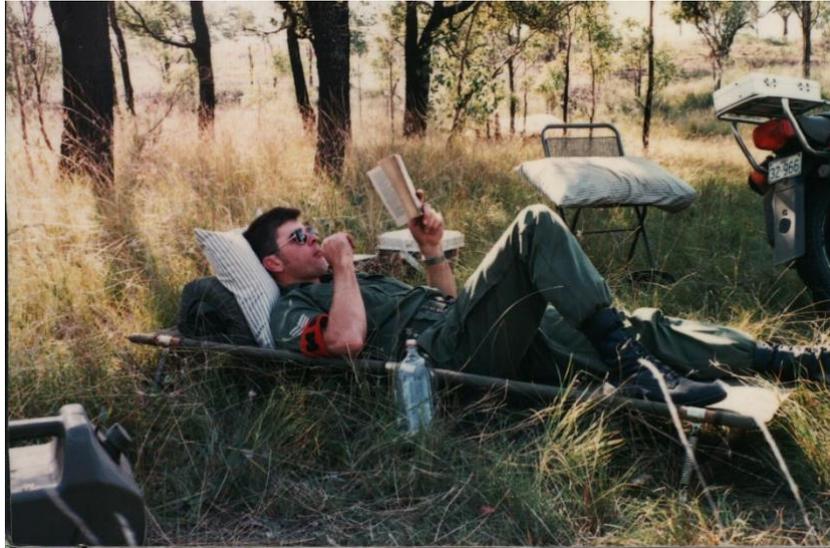
In 1984 I was posted to Kapooka as an MP and did 2 more years domestic policing. During that time I passed my promotion courses for Sergeant and after a 12 month posting to Perth I was promoted SGT and went to Sydney. Whilst in Perth I was detached to the WA Police traffic accident squad and taught on my first MC course.



In Sydney I spent 2 years at Ingleburn on more domestic police duties and 2 years on staff at the Defence Force Detention Facility as a shift supervisor. In 1991 I was posted to ADFA for three years as a Drill Sargent teaching officer trainees how to march and behave correctly. 1994 saw me stay in Canberra as a field training instructor at RMC Duntroon. During this time, I became the District Sargent Major for the St John Ambulance Volunteers, which I held until I left Canberra.

Now that posting started a trend where I had 12 month postings until my retirement, 1995 I was at Randwick in Sydney at a field force unit and at the end of the year I was promoted to Warrant Officer Class 2. Then off to Melbourne where I was the training warrant officer to a reserve MP unit. Next was to Puckapunyal in Victoria with my own MP detachment, and finally to Darwin as the Sargent Major of the MP field force unit.

I think I mentioned 2 years back that I got involved with the Australian Army Motorcycle Association (AAMA) back in 1991, whilst in Melbourne I was actively supporting a MC race team name Team Army and in Puckapunyal I helped to stand up a AAMA group and I did my NSW MC Instructors course.



By now I knew it was time to move on so I came back to Canberra and got out of the Army. First off, I began part time work with Stay Upright teaching both the NSW & ACT trainees, in time I became the Chief Riding Instructor Delegate for the Queanbeyan area. I also worked for CSIRO as a lab rat breeding nematodes (microscopic worms). In 2002 I began work as a Management Consultant contracting to Dept of Def, a job that I am still doing. The highlight of my Management Consulting was assisting Club Life Member Dave Shipely to run the Defence Force Motorcycle Safety Awareness Project and the Army Motorcycle Safety Awareness Program which ran from 2006 to 2012.

<< *Fresh VP Dribble #1* >>

Hi members and welcome to the first Newsletter from your new committee. As those of you who were at the AGM will know the Club made the announcement of the ultimate Club Honour and that is LIFE MEMBERSHIP.

So congratulations to Grant Fuller, Gaye McIntyre and yours truly was also afforded this great honour and I was absolutely humbled and a little speechless, so thank you to the members and the Committee for this, I am very proud to have received it.

I am looking forward to another great year and if you have any thoughts for the way your Club is run, please don't hesitate to contact myself or any of the committee.

In recent times Janine and I have been on a pilgrimage to a secret location to get some work done on my race bike build. This meant we were able to visit some ex-pat club members and enjoy some of their hospitality and see the new abode in the country where Chris has taken to farming a bit with 3 new beef cows but also a hobby that goes back to many of our childhoods.

That is the raising of tadpoles and then to frogs. Possibly an attempt to farm his own version of the French delicacy - Frogs Legs (hope you enjoy them Chris). The other half of the dynamic duo, Gaye or MOET, has her sights set on the magnificent garden which is abundant with all manner of fruit and vegies. Some of which we managed to sample during our stay, we are still using the lemons! Spinach was on the dinner table one night and it was delicious and the mandarins were also nice.

All in all some great hospitality, this also included a trip up to a mountain to look at the view, and a visit to the National Motor Museum at Birdwood. This is definitely worth a visit if you find yourself in the neighbourhood. Thanks Gaye and Chris for putting up with us, enjoy the tranquillity of your lovely new property. The drive over and back is long but enjoyable if you keep your eyes peeled.

Well, that's it for this month, so Ducati on Dudes.

AB the VP



Prossimi appuntamenti – Next Events

Here is the latest calendar of CDDC events. See list after the tables for other events. For further information, please contact our Ride Co-ordinator Craig Evans (contact details at end of Newsletter). Don't forget, on all club rides TUFU applies (turn up fueled up). If you turn up then realise you need fuel and are gonna duck off to get fuel, then tell the ride coordinator.

CDDC events in November 2019	
Sat & Sun 9th/10th	<p>Khancoban Ride</p> <p>This ride is also known as the Phil Goldacre Memorial Ride in memory of a club stalwart who loved getting out and sharing in the experiences this ride offered. For those regulars in the club this ride needs no introduction. For those who are relatively new to the club, or if you haven't been on this one yet, along with the Harrierville ride this is one of the highlights of the year. Some of the country's best riding roads spread over two days.</p> <p>The overnight stay (Saturday night) is in the Alpine Inn, Khancoban. Make your own booking - Alpine Inn – (02) 6076 9471</p> <p>It is a fairly full on ride, which means an early start on the Saturday. Meet at the Hume Caltex on the Monaro Highway, 7.30 for an 8 am start. I'm still finalising details, but this ride normally has a support vehicle and I'll update the Events section on the club website as we get closer to the ride.</p>
Sun 10th	<p>Yarralumla Italian-English Primary School <i>Festa Fantastica</i></p> <p>10am – 3pm</p>
Mon 11th	<p>CDDC Monthly Meeting</p> <p>7:30pm @the Kingston Hotel, Canberra Ave Kingston. Meeting starts @ 7.30 – eats from 6:00 for those who want to grab a meal before the meeting & still be in time.</p>

CDDC events in December 2019	
Sat 7th	<p>CDDC Christmas Party</p> <p>See below for more details.</p>
January 1st	<p>New year's recovery ride. The VP has confirmed that this long standing event has always been on the first day of each year.</p> <p>Meet at the Molonglo McDonald's, just off the Tuggeranong Parkway, on Cotter Road for a short run up to Yass via Wee Jasper Road. Be there at 10am for a 10.30am departure. For those too "affected" to ride, we'll be at the George Harcourt for lunch at 12.30pm.</p>

Note: The event start times & venues are subject to change – make sure you confirm latest event info on the website @ <https://canberradistrictducaticlub.org.au/> The CDDC provides funds for a support vehicle & recovery trailer on sanctioned club rides like the Harrierville, Khancoban runs & Bevels to the Bay run each year. See other comments re the funding of support vehicles & trailer on CDDC club rides in this newsletter.

Ride/event ideas

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

Altre Notizie – other news

<<. CDDC SUPPORTERS .>>

These are the businesses that support the club through donations, discounts: **Belt & Bevel, Canberra Motorcycle Centre, MotoGarage, New Eagle Signs, St John Ambulance ACT & CanPrint.** Many thanks to them and show your appreciation by patronising these businesses.

!! IT'S YOUR RESPONSIBILITY TO KEEP YOURSELF UP-TO-DATE !!

Have you moved? Changed your email address? Changed your contact number? Remember, if your contact details change, it's your responsibility to advise the CDDC of your new address. Don't complain if you are a financial member & you are not getting notices or newsletters – you'll find in 101% of cases you've not notified of your change. Also, if you update your member details through your DOC portal, you also need to advise membership. If you have any problems with receiving information, please contact secretarycddc@gmail.com



ATTENTION; ATTENTION; ATTENTION!!!

CDDC Christmas Party is at Corroboree Park Hall in Ainslie

SATURDAY DECEMBER 7TH 2019

5.30 PM FOR A 6.00PM START

Nibbles; entrée, dinner, dessert and soft drinks provided. (BYO alcohol)

FREE for financial members & their partner.

(guests are welcome at a cost of \$25 per person)

Secret Santa will be a happening thing so please bring a wrapped gift.
(around the \$10 range but that is up to your generous nature)

AND the best news is that we have once again secured the famous Greek catering company from Mitchell!!

Please contact Janine on 0428281806 or neenbw@bigpond.com to confirm your attendance.



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It's just a bearing!!

By Grant Fuller

The subject of bearings is one that cannot be covered in one small article, and that is not my intention. This is to give us an idea of how important it is to select the correct bearing. All of our motorcycles use bearings in a number of locations to allow shafts to turn or cams to rotate, but how special or complex are these bearings.

I picked a fairly common bearing size for this article to show just how many types, variations and specifications can exist for a particular bearing size. The size chosen as an example is 20 x 47 x 14, where 20 is the inside diameter in millimetres, 47 the outside diameter and 14 is the width of the bearing.

This size bearing is available as ball bearing, with variations of being sealed, open, shielded or fitted with a snap ring. Then it is available in a minimum of 5 versions of roller bearing, as well as another 4 versions of angular contact ball bearing, and 2 versions of self-aligning ball bearing.

So far we have 15 types of bearings available of the same dimensions.

Now let's add the various radial clearance classes – C2, Normal, C3, C4 and C5. Then there are axial clearance classes to consider, along with cage material. Let's not forget Precision Classes and specific cage material.

So as we can see it is possible to have over 100 different versions of a particular bearing size, all for a very particular purpose or function.

To simplify this. Do you think the 6205 bearing fitted to the front axle of your wheel barrow, would be up to the task of being the sprocket carrier bearing on the back of your Ducati?

It's possible to pay as little as \$35 for a bearing of a particular size, or as much as \$800 for a bearing of the same size. What differs is the Precision class, Clearances, Cage material and manufacturer.

If anyone has ever looked at a bearing catalogue, they are very thick books with hundreds of pages and general a volume only related to a type of bearing. The information and specifications contained within these books is what guides us to selecting the correct bearing for a particular purpose.

When we remove a bearing we will generally find a code marked on the outer cage of the bearing. This code tells us quite a bit about the particular bearing.

For example: **6308 2RS C3**

6 tells us it is a Deep groove ball bearing

3 tells us the diameter series

08 tells us 40mm inner diameter

2RS tells us sealed on both sides

C3 tells us greater radial clearance (common usage on motorcycle engines and wheels)

Trout Rally 2019

By Ken (Sarge) Purbrick

Your newly elected *Supporto Principale* got itchy feet (wheels) on Fri the 1st of Nov and decided I needed a dose of rally to calm my anticipation. So, a plan was hatched, Well, not really, in truth my friend in Cooma talked me into the Trout Rally at Talbingo, run by our friends Tumut Valley Riders.



So, Friday after work I loaded up the Sarge Barge and trailer and headed for the entry to the Snowy Mountains, aka Cooma. Arriving at Alf and Chrissies place in the hills above Cooma I was surprised to find Trout in attendance and keen to join Chrissie and myself on the morning run to the "Trout". Turns out the weekend was rather action packed in our high country; Cooma was holding the annual Cooma motor fest, the Snowy Ride was a happening again (ahh), Tumut was holding an Air display and the rally was on, shit! What could go wrong???

So, after a night on the liquid life saver we all awoke late and enjoyed a yummy bacon & egg breaky, not cooked by me for a change (long story, don't ask). Once all packed it was into Cooma for the essentials prior to heading off. I had to refuel at my preferred servo, Chrissie preferred a different servo and Trout wanted to get booze and a tarp. You would think that was easy, but no, we managed to do about five laps of Cooma looking for each other before finally getting our shit together.

Did I mention the Snowy Run? On the run to Adaminaby we passed a heap of bikes heading for Cooma and on arrival at Adaminaby there were that many bikes in town we decided to give lunch at the Snow Goose a miss and after topping up the fuel tanks we headed off. What a fantastic ride, not too fast to attract Mr Plod, but fast enough to calm the soul. Still plenty of riders coming towards us but thankfully all well behaved. Once past the Cabramurra turnoff we were off the Snowy Ride route and the oncoming bikes all but disappeared leaving the road open relatively quiet (except for we three).

The run down the hill to Talbingo was a bit spirited and I managed to all but over work the brakes on both the Barge and the trailer on the way down, but make it I did.

The rally site is at Jounama Creek Campground, almost opposite the turn off to Talbingo and it is a really great site, plenty of shade, drop dunnies, swimming holes in the creek and camping space. After setting up camp we did the obligatory things like booking in and getting our rally badges, buying raffle tickets and greeting old friends. With all the other activities going on it was a shame that the numbers were really down this year, I reckon only about 30 people were in attendance. But we had fun.

Rally games were well attended by the dirt bike fraternity with some entertaining stuff ups, Chrissie won lonest distance female (the only female rider) at 150ish Ks, yours truly won three raffle prizes of which I declined the third and gave it back, and took two lovely smoked trout as the other two prizes. One which I kept for dinner and the other I gave away. By this time the heavens had decided to open up and we got wet, so wet we either headed for the control tent or our own camp. I whoozed out and headed for my tent with a bottle of Stones.

Sunday dawned overcast but dry, so after a quick brekky it was pack up and head home. The trip back was as good as the Saturday ride, lots of bikes going the other way and although the rain was threatening, we got back to Cooma without incident. Once I had taken all of Chrissies belongings out

of my trailer, I headed home foolishly thinking I could make without the need for wet weather gear, wrong.

Just after I passed Michelago I ran into that big beautiful storm and got absolutely soaked by the time I got home. I had so much fun I think I'll do Khancoban next weekend.

Sarge

The unwanted Child

By Grant Fuller

The Spanish Mototrans company back in the 1970's and 80's produced a number of different Ducati's under licence to Bologna.

Many of these Mototrans models ended up being a better quality product than those being produced at Borgo Panigale. The last of the bevel singles for example had better quality and dimensioned big ends, 12 volt electrics, triple disc brakes and cycle parts and controls that worked as well as looked good.

However many enthusiasts around the world won't look twice at these Spanish made Ducati's as they say they aren't a real Ducati because they aren't Italian.

Well look at the situation today, Ducati's made in Thailand and Brazil.

Will they end up in a situation like the BMW made Mini car? Not welcome in a BMW club because they are not a BMW, and not welcome in a Mini club, because they are not a Mini. The other problem with these Thai Ducati's is that the Scrambler range is not a popular model at all. Just because the Ducati management thought it was going to be a hit in the American market, this doesn't relate to the real world. Scramblers unfortunately just aren't selling.

And it's not just the Scrambler range coming out of Thailand, all of the Ducati's for the Australasian market will eventually come from there. That comes down to economics.

So are these bikes welcome in Ducati clubs where they cater for enthusiasts of Italian motorcycles (these aren't Italian), and what about the future. Not one of these machines will ever appreciate in value and unfortunately will become "The unwanted Child".

By the way, the Spanish also made some excellent Scramblers back in the 1970's.

Marquez soars, Roberts doesn't

Marquez clinches his eighth championship after securing the 2019 crown in Thailand, making him the youngest ever six-time premier class Champion, taking the record from Giacomo Agostini and the youngest eight-time World Champion, taking the record from Mike Hailwood. If that's not enough, this year's win ranks him with Rossi and Agostini as one of only three riders to have taken six or more premier class World Championships.

The race itself panned out as others have recently with Quateraro the only one capable of staying anywhere close, making Marquez earn his win. On current form, next year promises to be even more interesting with Yamaha announcing Quateraro will be given a factory bike for the 2020 season. Should be fun to watch.

Sarge and Craig shone by picking the podium in order meaning while Sarge slashed through a large bunch on the middle order to rise 5 places, Craig won the day by nudging 2 points ahead of Roberts to snatch the lead. Everyone else stayed put or moved up or down a place.

All eyes will be on the leaders in Japan and with only four races left, the tipping looks like being more interesting than the racing! But I have been proved wrong before. One more race before PI and Thommo has a seat for sale if you're interested.

Here's how it looks with four races left.

Tipster	Aragon	Changi	Current Place	Up/Down?
Alan Cory	58	62	9	-1
Chris Roberts	68	70	2	-1
Ross Burke	62	67	5	-1
Taso Samios	54	57	13	0
Doug Lawrie	65	69	3	-1
Craig Evans	63	72	1	1
Tony Yeend	64	68	4	0
Ian Thompson	57	62	9	0
Jeff Piper	56	62	9	1
John Lyon	59	63	7	0
Sarge	55	64	6	5
Rod	54	60	12	0
Tim F.	43	46	14	0
George D.	62	63	7	-1

Murray Willmott
(Tipmeister extraordinaire)

More records fall and an out-of-towner makes his move

While “Metronome Marquez” continued adding to his ever-growing collection of records, the real interest was in a decent battle for the other places on the podium. Around the halfway mark two things became clear – Miller had made his speciality move by choosing a softer tyre than was sensible in the hope of getting the jump on the field. Sadly predictable with sadly the same results – nothing left after ten laps resulting in dropping from third to tenth in the last 10 laps.

What then unfolded was some of the best riding of the season from Dovi who used every ounce of his talent and experience to keep Vinales at bay while at the same time making ground on Quateraro. With Marquez bolted and Miller done, the suspense lay in the outcome of this two-part drama. While boring for some, the duel was one for the purists.

As for Marquez, the most amazing facts are that he has taken all but 50 possible points so far this year and he has almost single-handedly won the Team Championship for the Honda factory.

And while the racing has been decided, the tipping has not. The Marquez/Quateraro combination was a no-brainer for most, providing big 7 point jumps for all but two tipsters. But the third place was elusive with Vinales being the most popular choice. What resulted was that Craig has hung onto his 2 point lead and the Yeendslander storms through from fourth to share equal second with Roberts. The battle of the out-of-towners is on and after two years of corruption, Taso’s gangster cousin in Europe has let him down badly, leaving him in second-last place but still with a comfortable break on Tim for last spot.

Three races to go and there are still ten punters with a realistic chance of a podium finish at the end of the year! The Island usually throws in a few surprises and Yamaha always does well so let’s see how it pans out this weekend.

Here’s how it looks.

How it Stands				
Tipster	Changi	Motegi	Current Place	Up/Down?
Alan Cory	62	69	9	0
Chris Roberts	70	77	2	0
Ross Burke	67	74	5	0
Taso Samios	57	63	13	0
Doug Lawrie	69	76	4	-1
Craig Evans	72	79	1	0
Tony Yeend	68	77	2	2
Ian Thompson	62	69	9	0
Jeff Piper	62	69	9	0
John Lyon	63	70	7	0
Sarge	64	71	6	0
Rod	60	65	12	0
Tim F.	46	48	14	0
George D.	63	70	7	0

Murray Willmott
(Tipmeister extraordinaire)

Tipsters almost go Crotchless

Is there another track on the circuit that guarantees drama of all kinds year after year? And yet again, Philip Island delivered with wild winds and wild riding enough to drive our intrepid punters mad. Bad enough that Quarteraro's demise dashed the early hopes of a good day – it's OK they said, as rode Vinales home in a cat and mouse race until; the last lap when the Yamaha tyre surrendered leaving Miller inheriting an unlikely but well-earned third spot. Crutchlow's second place was richly deserved after the disaster of last year here in Australia and what, by his high standards has been a mediocre year beset by an accumulation of injuries that seem to have finally caught up with him. Zarco's ride on the Honda did himself no harm as the rumours about Lorenzo took flight in the paddock.

Almost everyone had Marquez somewhere in their mix but only Doug gave Crutchlow a chance. The top three remain firmly in place with little movement amongst the rest except Alan and Johnno who gained and lost two places respectively.

With only two races left, the race for the final podium seems to be out of four punters. With the average points won for a round over the season being less than 5, the statistical favourites would be Craig, Chris, Tony and Doug though in what order is by no means clear.

Here's how it looks with two to go.

How it Stands				
Tipster	Japan	P. I.	Current Place	Up/Down?
Alan Cory	69	73	7	2
Chris Roberts	77	81	2	0
Ross Burke	74	74	6	-1
Taso Samios	63	67	12	1
Doug Lawrie	76	78	4	0
Craig Evans	79	83	1	0
Tony Yeend	77	81	2	0
Ian Thompson	69	70	10	-1
Jeff Piper	69	70	10	-1
John Lyon	70	71	9	-2
Sarge	71	75	5	1
Rod	65	66	13	-1
Tim F.	48	49	14	0
George D.	70	73	7	0

Murray Willmott
(Tipmeister extraordinaire)

Articoli vari – Bits & Pieces

A glimpse of the future??

No one needs to tell you electric motorbikes are coming. This especially applies to urban use where travel distances are shorter, but with their current range (no pun intended) not so great they may not be coming for non-urban use. See [HERE](#) for a Dutch iteration of the future. The name of Breker Model B needs work. Better to call it The Clog or The Windmill?? Calling it The Dyke might not be so good??



Demystifying the CDDC Defib

Many CDDCers will know we have a Defib (Defibrillator) that accompanies us on the bigger/longer runs like the Harrierville & Khancoban runs. Well the scenario is you're on one of the runs and you see a member in difficulties and you consider he/she needs the defib but do you know what to do?? For myself the answer is no. So see [HERE](#) for some background re what to do.

Dovi - pessimistic re 2020

See [HERE](#) for an item on Dovi's thoughts on 2019 & 2020. He's not too optimistic. And also [HERE](#).



Panigirlie V4R for EICMA with removable winglets

A feature Ducati @ EICMA (Biggest European Cologne Motor Show in Nov) is rumoured to be the Panigirlie V4R with removable winglets. See [HERE](#). You'll also be able to fit your V4 out with a special Termi exhaust – see [HERE](#). I should get some winglets for my Hyper to make sure I'm @ the cutting edge of aerodynamic advantage at all times.



Can you see a V4 Streetfighter in your garage??

See [HERE](#) for a speculative article on a new bike from Ducati – the V4 Streetfighter. It's supposed to be released @ EICMA, which is the mega annual European motor show in November. Keep your eyes open. Make sure your garage is big enough to fit a 208hp bike – see [HERE](#).

MotoGP rider crisis at Ducati

How to beat Honda/Marquez?? That is the dilemma facing Ducati as the 2019 season concludes. Over the past 10+ years Ducati is/has put a great deal of effort into MotoGP in both bike technology terms, \$ terms, older, proven, experienced riders (Rossi, Lorenzo) but the 2019 Japan MotoGP race @ Motegi showed there's a huge gap to make up. Like all factories in the past, the 1st issue to resolve is the rider, rather than the bike or the engineers or the philosophy. What do they now know? They know the best Dovizioso is not beating Marquez. See [HERE](#). So now see [HERE](#) for a description of the 2019 rider crisis(?) @ Ducati.

The coming of Redding for WSB in 2020??

Some CDDCers will recall that in the Sept newsletter it detailed that Scott Redding will replace Alvaro Bautista as a factory WSB rider in 2020. Well here a v/biased UK article claiming Redding will be a revelation. That's a big claim and I hope it's true!! See [HERE](#).

Italian style?? So seductive!!

What is it with the Italians? Pick up an Italian furniture book, fashion magazine, ceramic catalogue and there is certain style integrity. For most CDDCers they see this style manifest in Ducati motorbikes and Italian bikes in the general. See [HERE](#) for an item on Italian style.

Ducati Scrambler variations @ EICMA

What is EICMA?? It's the biggest most regarded international motoring show of the year. EICMA is the acronym for (Esposizione Internazionale Ciclo Motociclo). See [HERE](#) and [HERE](#). →



Brough Superior or Aston Martin??

What is it?? A Brough Superior or and Aston Martin?? Take a look and see for yourself [HERE](#).



DUCATI RESOURCES IN THE ACT/QUEANBEYAN/YASS AREA



So, you own, or are thinking of owning a Ducati in the ACT/Queanbeyan/Yass area. What resources/support can you access if you do own a Duck or you get a Duck? Set out below is a list of the main sources of bikes, parts, servicing, advice you can call upon.

Canberra Motorcycle Centre (CMC)

<http://www.canberramcc.com.au/>

30 Ipswich St Fyshwick – 6175 4444

CMC is the local Ducati dealership. So, for any warranty work it's the only resource. Obviously they also sell parts, official Ducati clothing as well as doing servicing. My experience is Steve in parts is really helpful.

Belt & Bevel (B&B)

<http://beltandbevel.com.au/>

Call **0408 223 069** to speak to **Michael Fuller**

B&B is the place for that hard to find part, both for new & old Dukes. B&B stocks many parts not found anywhere else. As a special exclusive for CDDC members a 10% discount can be accessed but you need to quote the discount code which is currently **CDDC19**.

Desmoharmonic

desmoharmonic@icloud.com

Fyshwick - 0408764374

Desmoharmonic as in desmodromic is a new service studio owned and operated by **Peter Giles** who many of you may know as he has been specialising in Ducati service here in Canberra since 2001 and has over 25 years' experience with Ducati working at many different dealerships including JHP Ducati Coventry UK. Desmoharmonic can cater for all your service needs on all models post warranty, a tyre service is also available. He too is offering a 10% discount on all parts to club members.

Moto Garage

<http://www.motogarage.com.au>

Unit 8, 91-93 Grimwade Street, Mitchell - 6162 2031

Desmo Tuning and Servicing of Ducati's.

■ ■ Arrivederci! ■ ■

THE COMMITTEE

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