

Monthly Newsletter

-Luglio 2020-



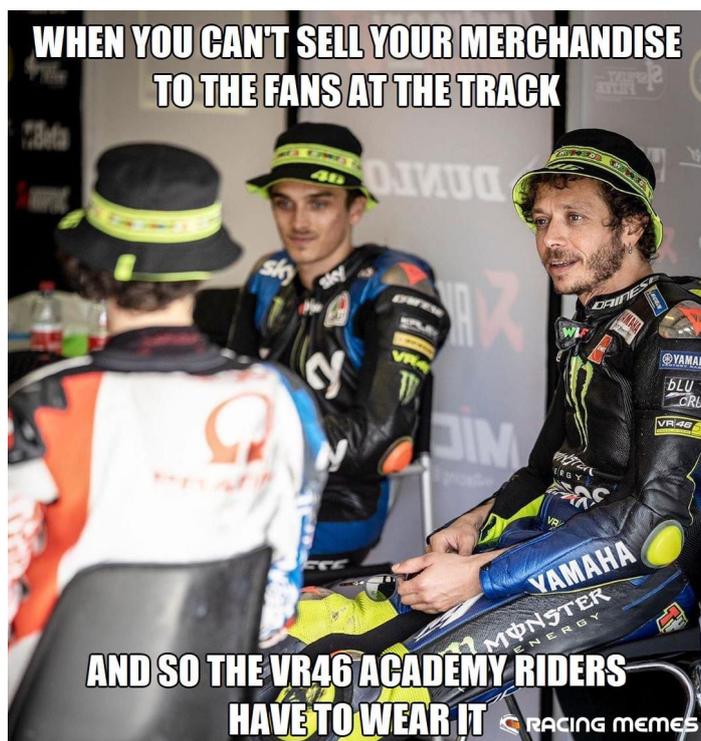
Italian bikes in the ACT

Keep up to date at

www.canberradistrictducaticlub.org.au

Ultime notizie

- July Meeting is not cancelled, due to COVID
- Keep an eye out on the website and Facebook page for new information relating to club events!



Il Presidente:

Hello CDDC faithful, me thinks the small twinkle at the end of the tunnel I mentioned last month is starting to dim on the national scale, but enough negativity, we in the Nation's Capital are COVID free and (touch wood) sitting pretty.

The committee has meet for the first time since COVID hit us 14 odd weeks ago. Last Sunday the majority of the committee made it to Taso's place for an afternoon of face to face conversation. The main intent of the meeting was to ensure we were all ok and to get an update on everyone's area of responsibility. Also, on behalf of the club we took the chance to break in the new club BBQ, and I can tell you that it is a beauty. Mind you with the club resident Master Chef – Mr Samios – doing the honours we couldn't go wrong.

Hmmm Yummy

We were hoping to hold a July general meeting, however, unfortunately the Kingston Hotel is still not available for club meetings, so the chance of that July get together seems to be very slim. I am going to investigate other options with the hope of holding a general meeting in August.



PO BOX 1282 CANBERRA CITY ACT 2601

www.canberradistrictducaticlub.org.au

So, how is the club you may ask. We are still in a relatively good position. Unaudited we have just over \$9K in the bank with about \$3.5K in regalia with about \$14K in fixed assets. Considering we are currently way down on membership fees at present and we have had no real income since COVID hit us, to me that sounds rather healthy.

Speaking of memberships, please check your membership cards for your renewal dates and sign on again if you are out of date, I have to admit that I have only done so myself after having my membership expire on the 10th June. Membership Officer Angelika has been a bit distracted of late but we are getting behind her to rectify the situation.

Rides (aka Mr Mel) is plotting more and better rides so keep an eye out on both FB and the web page, don't be backwards in coming forward if you have any ride ideas.

Mr Sexytary is holding onto the DOC envelopes but now that we are not meeting in July, I am going to get them sent out to all current/life and honorary members, another good reason to re-join now. As with last year the envelope is a little light on, you get a letter with 2020 DOC card attached, a pin, key tag (red this year), wrist band and patch.

On other news, 1st July 2020 marks the commencement of the new wholly Ducati owned subsidiary in both Australia and New Zealand. It will be interesting to see what, is anything changes. Ducati CEO Claudio Domenicali has posted a message to all members and can be accessed [HERE](#).

JUST IN CASE NO ONE HAS TOLD YOU TODAY:

- 1: GOOD MORNING
- 2: YOU'RE AWESOME
- 3: NICE BIKE
- 4: HAVE A GREAT DAY

<< VP Dribble #8 >>

Well, another month has passed and I am in such desperate need of a racing fix that I am sitting here watching the Formula 3 Race in Austria at the red Bull Ring and a couple of familiar names have graced the grid. The first is Jack Doohan, yes that is right another Doohan, doing it for Australia on the international scene. Good luck Jack, do us proud. The other is David Schumacher in the Formula 2 race who has the illustrious name of Michael. Will history repeat? Well only the Gods of Speed know the answer to that one, but I think I will keep just one eye on them!

I believe that some of you have had the chance to get out for some rides and some normality and hopefully you have enjoyed the rides and I look forward to reading about them in the avalanche of articles that you will send in to the editor. This will of course give the Newsletter some quality articles to keep up the wonderful reputation of this 1st class publication, which is widely circulated and enjoyed by the masses.

Well, it seems that the Club is still in good shape and the committee has been working hard to keep things in good order, even working on a Sunday, God forbid. But seriously, we did have a meeting last Sunday and a bottle of MOET was smashed across the bow of the Club's excellent new BBQ (but not while it was hot Gaye!) and the Club's Executive Chef Taso conjured up a bevy of assorted delights for us bunch of garbage guts to devour whilst going about the Club's business (with the exception of Ross who didn't feel the best and set a good example and stayed away as he feared the worst but the good news is he tested negative for the rona).

It seems that the Club is champing at the bit to get things underway and back to normal but for a couple of 20 year olds who felt that ISO was not for them after a visit to Vic hot spot and set Canberra back a few weeks, thanks guys!

Anyway, let's all keep a good attitude; do the right thing; look out for each other and we may get back to normal in the foreseeable future. But in the meantime, stock up on toilet paper, rice, pasta, flour, tinned foods and bottled water because all the dick heads are so why should we miss out? But I am of course only joking, but I am amused by the brainless members of the community that see the need to do so.

Anyway, the juices are running low now so as I have nothing else to comment on or bitch about. Please follow the rules (or guidelines if you are a pirate) and stay safe and hopefully we will get together again soon. Thought flash – maybe we could all pool our resources and buy an island that is Covid free and put a loop road in. What more could we ask for? Is the Isle of Man for sale? Just a thought.

Well, ciao for now and remember Ducati on Dudes and Dudettes!

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 Rhys Ban (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 July 2020	
Mon 13th	CDDC Monthly Meeting 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.
Sun 19th	COVID Recovery Ride Flattening the Curve. Meet at the Coffee Guru in Lanyon at 10 am for a run through the Cotter loop and onto a couple of the hill climbs before Lunch. Unlike the last time that we did the hill climbs, I hope to have the whole group together for the entire event.
Wed 22nd	Weekday Ride to Boorowa. Meet 10am at Yass Visitors Information Centre

CDDC events in August 2020	
Mon 10th	CDDC Monthly Meeting 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.
TBD	Keep checking the Website and Facebook channels of communication to see if there are any changes to club activities.

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 ridescddc@gmail.com. Aside from these planned rides, I encourage everyone to start events via the club website or Facebook page for casual short rides.

Weekday Ride

The situation with the Covid Virus is changing on a daily basis, however at this stage it is still within the rules and guidelines to hold our monthly rides as long as social distancing requirements are complied with by members.

The date of the run will be Wednesday 22 July, and the starting point will be as usual, Coronation Park, Yass (Where the Visitors Information Centre is located) Left hand side of main street when entering from Canberra.

Assemble at 10.00 for a 10.30 departure, for a ride to Boorowa via the Lachlan Valley Way.

Khancoban Run

Accommodation is confirmed as possible for Saturday the 14th of November. Members will need to make sure they make their own booking, and need to mention that they are with the CDDC. Chat with Ride coordinator Rhys for more information.

PO BOX 1282 CANBERRA CITY ACT 2601

www.canberradistrictducaticlub.org.au

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

<<. THE BOOK OF YEEND .>>

Hi All,

What a year 2020 has proven to be but the signs were there very early with the passing of long standing member and mate Peter Yeend. That was quite a shock to all of us and this isolating thing has left me with lots of time to think about this unique man and his many "Yeendyisms or "pearls of wisdom" as he called them. It would be a waste to let those pearls die with the man and as I mentioned at our last meeting I would like to put a little booklet together made up of his many sayings and also some tales about him that made him so unique and interesting. It would be about the same size as our constitution and should be carried in all members backpacks. That would really piss him off that instead of the constitution members carried the book of Yeendyisms all about him. To put this together I will need your assistance to help with content, therefore if you have any stories about him or/and remember some of his one liners please send them to me at my749r@bigpond.com the more the merrier and remember you will be contributing to really pissing him off big time. Once published it will be sold at a reasonable price with all proceeds returning to the club.

Hope to hear from you soon,
Taso

Two Wheel and NSU Museum Neckarsulm Germany By Grant Fuller

The newspaper article is from Heilbronn, Germany featuring a special exhibition that is currently on at the Two Wheel and NSU Museum, Neckarsulm featuring approximately 24 rare and unusual racing motorcycles of historical significances, dating from 1960 through to 1985. In the photograph is a good friend and follower of the CDDC, Sven Heimberger (Technical Specialist) with the museum, and Museum Director, Natalie Walz.

The BMW motorcycle she is sitting on is known as the "BMW Imola 750" and is of interest for a number of reasons to us:

Firstly it was raced in the 1972 Imola 200 by Helmet Dahne, who finished 13th on the machine. It features a special chassis that was commissioned by Dahne that was based on the Norton Featherbed Chassis, and as we know this race was won by Ducati, with an impressive 1st and 2nd place on the new desmodromic 750 twin.

Secondly Dahne raced at the Castrol Six Hour a number of times and in 1977 as team mate with Tony Hatton on a BMW R100S, which finished 5th.

The special exhibition features many interesting racing machines including a 1970 500cc Grand Prix Ducati, Jawa 1967 V4 Two stroke, 1967 Paton 500, 1966 MZ 250, 1970 Munch-URS 500, 1984 Honda ELF E and a 1984 Honda ELF 2, along with a handful of other well-known Japanese models.

As not many of us are in a position to visit this exhibition due to the current virus, I would highly recommend a visit to the museum Website.

The exhibition can be viewed on the Museum Website at: www.zweirad-museum.de

NACHB...

Rennlegenden und ihre Motorräder

Zweirad- und NSU-Museum zeigt 24 seltene Maschinen – Erstmals ergänzt durch umfangreiche digitale Inhalte

Im Zweirad- und NSU-Museum startet die neue Sonderausstellung „Rennlegenden 1960 bis 85“. Museumsleiterin Natalie Walz und Sven Heimberger präsentieren die 24 besonderen Renn-Motorräder.

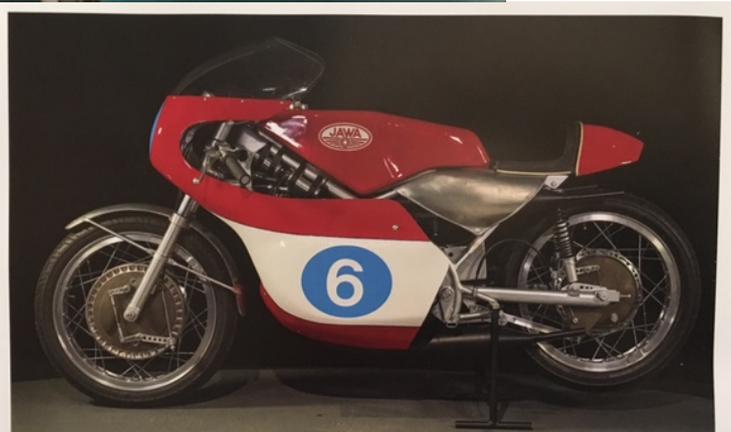
Manchen Motorrädern kann man auch unter die Verkleidung schauen und die Technik von nahem betrachten.

Die Sonderausstellung ist erstmals komplett digital erfahrbar.

Hoffnung auf Besucher nach Corona-Lockerungen

Durch die Lockerungen der Corona-Regeln dürfen jetzt auch wieder Museen unter bestimmten Voraussetzungen öffnen. Im Deutschen Zweirad- und NSU-Museum gilt deshalb laut Natalie Walz hofft nun, dass sich die Menschen in der Region auf die Ausflugsziele entspannen können. Die Laufwege sind markiert, und es ist eine Besucher-Obergrenze definiert.

üblichen Öffnungszeiten hat das Museum auch an den kommenden Feiertagen immer von 10 bis 17 Uhr geöffnet. Wer sich einen Vorgeschmack zur Ausstellung holen möchte, kann unter



1967

JAWA V-4 TYP 673

S. 26



1981 SUZUKI GS 1000 R

Hersteller: Suzuki K.K./Motor Corporation,
Hamamatsu, Shizuoka/Japan
Motor: 4-Zylinder in Reihe, 4-Takt, 2 Ventile, Doppel-
zündung, dohc, luftgekühlt
Hubraum: 997,5 ccm, Bohrung/Hub 70/64,8 mm
Leistung: 134 PS bei 9.500 U/min.
Getriebe: 5-Gang
Gewicht: 175 kg trocken
Höchstgeschwindigkeit: über 300 km/h je nach Endübersetzung

S. 26



1980 KAWASAKI KR 250

Hersteller: Kawasaki Heavy Industries Ltd., Kobe, Hyogo/Japan.
Motor: 2-Zylinder, 2-Takt, Tandem, Drehschieber,
Flüssigkeitskühlung
Hubraum: 247 ccm, Bohrung/Hub 54/54 mm
Leistung: ca. 58 PS bei 12.000 U/min.
Getriebe: 6-Gang
Gewicht: ca. 105 kg
Höchstgeschwindigkeit: ca. 235 km/h

S. 28



1984 HONDA RS 750 R

Hersteller: Honda Motor Co., Ltd., Hamamatsu/Japan
Motor: V4-Zylinder, 4-Takt, dohc (Nockenwellenantrieb über
Zahnräder), Flüssigkeitskühlung
Hubraum: 748 ccm
(Bohrung/Hub: 70/48,6 mm)
Leistung: ca. 120 PS bei 12.500 U/min.
Getriebe: 5-Gang
Gewicht: ca. 155 kg
Höchstgeschwindigkeit: ca. 260 km/h

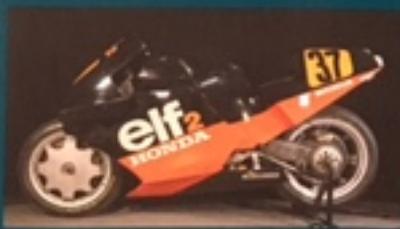
S. 29



1983 HONDA ELF E

Hersteller: Honda Motor Co., Ltd., Hamamatsu/Japan
Motor: Honda Motor Co., Ltd., Hamamatsu/Japan
Fahrgestell: elf, Frankreich
Motor: 4-Zylinder in Reihe, 4-Takt, 4-Ventile,
dohc-Werksmotor (RSC-Basis Bol d'Or mit HRC-KIT)
Hubraum: 998 ccm, Bohrung/Hub 54/54 mm
Leistung: ca. 130 PS bei 9500 U/min.
Getriebe: 5-Gang
Gewicht: 181 kg trocken
Höchstgeschwindigkeit: ca. 280 km/h

S. 30



1984 HONDA ELF 2

Hersteller: Honda Motor Co., Ltd., Hamamatsu/Japan
Motor: Honda Motor Co., Ltd., Hamamatsu/Japan
Fahrgestell: elf, Frankreich
Motor: Honda RS 500, V3-Zylinder, 2-Takt,
1 Zyl. horizontal, 2 Zyl. vertikal (112°),
Flüssigkeitskühlung mit Pumpe
Hubraum: 498 ccm, Bohrung/Hub 62,2/54 mm
Leistung: ca. 110 PS bei 11.500 U/min.
Getriebe: 6-Gang
Höchstgeschwindigkeit: ca. 280 km/h

S. 31



1986 ARMSTRONG CF 250 MARK II

Hersteller: Reynard Motorsport im Auftrag
Fahrgestell: von Armstrong, Bolton, Großbritannien
Motor: Rotax „Typ 256“, Gunsirichen/Österreich
Motor: 2-Zylinder, 2-Takt, Tandem, Drehschieber,
Flüssigkeitskühlung
Hubraum: 249 ccm, Bohrung/Hub 54/54 mm
Leistung: ca. 74 PS bei 11.500 U/min.
Getriebe: 6-Gang
Gewicht: ca. 90 kg
Höchstgeschwindigkeit: ca. 250 km/h

Financial issues

By Alan Cory

Following on from the Club's outstanding success in eliminating the virus from the Canberra District by using our almost telepathic links to Italy, it is now time to turn our minds to the economy. I have taken a few ideas from the Federal Government and adapted them for the Club. Owing to the poor attendance at last month's meeting I was unable to put these ideas directly to the membership.

Now is the time for COVID stimulus. We need to inject money into the economy by paying all members a living wage. In keeping with the finances of the club, the amount per member will have to be limited based on the number and age of the bikes. Older bikes are obviously more expensive to maintain so there will be a sliding scale. There might have to be a top up for especially hard to get, expensive or specially manufactured parts. New bikes probably don't need so much but still need servicing so there will have to be a minimum amount. The payment will only apply to Italian bikes. Other marques will have to fend for themselves. The idea is to keep our bikes living.

In a related initiative and to encourage new investment, we should subsidise members' bike modifications, the most unlikely, expensive and unnecessary modifications should be preferred. Obviously, only performance increases should be paid for. Supercharging a Panigale V4 is the sort of project that ticks all the boxes. This would inject money into the community and increase the average performance of club bikes. It might also be fun to see if the things can be ridden. The payment could be per Kw increase or per point of power to weight ratio and there would have to be scrutineering to ensure bikes aren't detuned before modifying. You can see I've thought this through and how much sense it makes.

Like the federal Government the Club had already reported a surplus for 2021 and the rest of the decade and because the club got a bargain on the BBQ and Trailer and saved heaps on not running rides, I think we should be able to easily create about 300 billion to fund this initiative – and if we happen to have about 60 billion left over, we should listen to George Best *"I spent a lot of money on booze, birds and fast bikes. The rest I just squandered."*

Ducati 2 Stroke

By Grant Fuller

This time the motor featured is a mid 1960's piston port 2 stroke, with hand operated 3 speed gearbox and flywheel magneto ignition. But why was it sectioned, as it's hardly a high tech engine that would have been used to teach mechanics how to service these models.

What is more likely is that it was a teaching aid at an Italian driving/riding school, as in the past in the majority of European countries it was a requirement to understand how the major components of a vehicle functioned as part of your driving or riding course.

It makes sense that if you see what happens when you change gear or release the clutch, it will give you an appreciation of why things must be done in a certain way or the consequences of not doing so.

Sectioned engines, gearboxes and even complete cars or motorcycles are not that uncommon to come across during your travels through Europe as hundreds of these types of teaching aids would have been produced by the various vehicle manufacturers as part of their responsibility to educate new road users.



PO BOX 1282 CANBERRA CITY ACT 2601

www.canberradistrictducaticlub.org.au

Puncture - bad luck: maybe...

By Alan Cory

A couple of weeks ago I got a puncture in my rear tyre. Bad luck you think.

So, as there are some members with a scientific background, I have analysed the problem using scientific methods.

For those not so good with numbers, the Black 848 indicates good luck and the ominous Kawasaki's represent bad luck. (Sorry-ish Sarge)

Puncture,	
but the tyre was standing in the perfect place for me to see the divot.	
It was Friday so no riding this weekend,	
but I was home with the bike in the garage not out somewhere on the road.	
I had lent my compressor to a friend for a week or so couldn't pump it up,	
but the tyre was still holding air.	
So, I poked at it with a scribe and heard the hissssss of despair,	
but I quickly stopped causing trouble and the leak stopped.	
Then the rain started – bad luck, but I couldn't ride anyway,	 
and at least I was home.	
It was a nearly new tyre so bad luck but I didn't have to agonize about getting a new one – clearly I needed to get it fixed.	 
Still no compressor so difficult to get wheel off,	
and paddock stand not good.	
So, first thing Monday call Motogarage to see if I could get it fixed and they could do it.	
But they were busy so I would have to leave the bike and walk home,	
but Brett was going to Fyshwick and my place is on the way so I got an easy lift home.	

So 9 Kawasaki's to 9 848s proves that it is sometimes hard to tell.

But at least I still own an 848.

Articoli vari – Bits & Pieces



See [HERE](#) for an article on the 1965 Ducati Mach 1 – thanks to Leigh for contributing!

See [HERE](#) for an article covering Jack Miller signing with the Ducati Factory GP Team for 2021.



Thanks to Taso for breaking in the new Club BBQ this past weekend!

Starting from **Saturday 4th July** the **Borgo Panigale Experience** starts again!

After these long months of closure, the desire to start again is great and we can also and above all thanks to your contribution.

We will start with:

- A new formula: the single entry ticket includes the **Ducati Museum** visit and the **Fisica in Moto** laboratory, that cannot be purchased separately. Access to the factory is still forbidden to the public so guided visits to the Ducati factory remain temporarily suspended until a later date.
- New rules: which comply with COVID-19 provisions, to make you live the experience in maximum safety. Check [here](#) what are the rules for visitors.
- Visits: available for a maximum of 7 people per session. Therefore visits for groups over 7 people will not be allowed.
- Tickets can only be purchased online: with the new booking platform you can book from home with a simple click. You will not be able to join the visit without having first purchased the ticket online.
- A special rate: "Let's Start Together" of €25 per person. For DOC members only, there is an exclusive fee of €17 which includes a guided tour of the FIM laboratory (paid) and entrance to the museum (free). The DOC ticket will be purchasable online from Monday 29 June. On the day of the visit it will be necessary to show the DOC membership card at the entrance to confirm the validity of the discount.

Check [availability](#), book your visit and buy the ticket.

Visit the [website](#) for more details.



Days of Joy are back!

Three unmissable events:

- **4th/5th July:** 1st Scrambler Experience in Tuscany ([more details](#))
- **11th/12th July:** 2nd Scrambler Experience in Tuscany ([more details](#))
- **September 6th:** Vairano Riding School ([more details](#))

Also for this year there is a **10% discount** reserved for all **DOC members** on all courses.

To register, just fill in the form online and indicate your **Ducati Code**.

It will be a unique experience: even richer, between exciting activities on two wheels and many moments of relaxation and fun.

PO BOX 1282 CANBERRA CITY ACT 2601

www.canberradistrictducaticlub.org.au



Days of Joy 2020 – DOC benefits

Riding School

Through the many different activities ranging from the **Off-Road** school and **Flat Track** school for riding in the mud and drifting, to test rides with the all new Scrambler (gamma), the **base riding course** and the maintenance course. In addition, the **Cooking Class** to cook and enjoy the final barbecue together, the perfect time to truly live with joy, relaxation and an outdoor soul.

Circuit of Vairano (PV)

- September 6th 2020

Scrambler experience

On the roads of “L’Eroica” in Tuscany

Two days, two amazing tours through the hills near Siena, the Val D’Orcia and Chianti area and the Eroica roads which are some of the most fascinating in Italy.

Through off-road and street routes that are famous all over the world. More than 200 km on the first day and 170 km on the second, for a 360° experience on and off-road, where participants will have the chance to enjoy firsthand the all-new 2020 line.

Enjoy the pleasant surroundings with typical local product tasting and the relaxed atmosphere that characterises the Land of Joy.

- 4th/5th July 2020
- 11th/12th July 2020

HOW TO PARTICIPATE!

We have reserved a **10% discount** for DOC members valid for all the courses.

Go on <https://scramblerducati.com/days-of-joy> or contact the dedicated organizational secretariat at the mail address daysofjoy@dueruote.it and follow the instructions to register.

In order to receive the discount, quote the member’s **Ducati Code**.



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

Supporto Principale President	Ken (Sarge) Purbrick	0414 569 626	presidentcddc@gmail.com
Basamento Vice President	Alan Beavan	0418 659 765	vicepresidentcddc@gmail.com
Triple Clamp Secretary	Craig Evans	0418 118 165	secretarycddc@gmail.com
Tappo del serbatoio Treasurer	Ross Burke	0412 666 630	treasurercddc@gmail.com
Pastore Membership	Angelika Neutz-Fuller	0491 101 247	membershipcddc@gmail.com
Mettere in Mot Ride Co-ord	Rhys Ban	0402 229 357	ridescddc@gmail.com
Ufficiale pubblico Public Officer & Privacy Officer	Taso Samios	0406 376 925	my749r@bigpond.com
Merce/insegne reali Merchandise/Regalia	VACANT		regaliacddc@gmail.com
Bevel Padrone ACT & NSW Historic Motorcycles Registrar	Grant Fuller	0422 677 155	historiccddc@gmail.com
Fuel injection mapping Web maestro	Michael Fuller	0406 376 925	webmastercddc@gmail.com
Caporedattore Editor	Joey Beavan	0408 636 964	editorcddc@gmail.com
Quartermaster/ Property Officer/ Social Secretary	Alan Beavan & Janine Wilson	0421 281 806	neweagle@bigpond.com.au

Postal address: CDDC PO Box 1282 Canberra City ACT 2601