

# Monthly Newsletter

-Novembre 2020-



Keep up to date at

[www.canberradistrictducaticloud.org.au](http://www.canberradistrictducaticloud.org.au)

## Ultime notizie



- PLEASE NOTE: The location of the General meeting this month more in the upcoming events section

## Supporto Principale Rapporto Nov 2020

Hi All, a big thank you to one and all for having confidence in me for another year, let's hope that 2020/2021 is a little better than 2020.

A huge thanks to the outgoing committee members and a warm welcome to all new position holders and I should acknowledge those that are staying on. Although you have given us the reins for the next 12 months, please don't hesitate to get in contact with us if you have thoughts on improving the club experience.

Apologies for the stuff around in regard to location for the Monday General Meeting (09/11/2020), especially as you all voted to move the GM's to the Harmonie Club. Seems that the second Monday of the month is booked solid for the rest of this year and into 2021. Therefore, for this month only we have managed to secure tables at the Kingo. As usual, for those wishing to eat, 1830 (6:30pm), with the meeting commencing at 1930 (7:30pm).

Moving into next year we are planning to move the GM to the first Monday of the month so that The Harmonie Club can accommodate us.



Next weekend is the Phil Goldacre Memorial Club Ride to Khancoban and we have a good group attending, although we are a bit spread-out due to Khancoban catering for Border Control personnel and crews from the Snowy Hydro upgrade project. The current breakup of accommodation is 9 members at the Queens Cottage, 3 members at Rose Cottage and 4 members at the Alpine Inn itself. We will be joined by around 15 – 20 DOC NSW members. As this is the 10th anniversary of the Phil Goldacre Memorial Ride, I think it will be a fitting tribute to Phil to see something like 30-35 Ducati's at Khancoban. Backup vehicle is being provided by J9.

With Xmas only 7 weeks out it is time to consider joining us for the Club Xmas party, this year a BBQ at the club legend's abode – Taso's place of course – see the advert below.

I am looking forward to a better year to come and hope to catch up with all on our thundering Ducati's bikes doing what we love.



Ciao

Sarge

## **<< VP Dribble #1 >>**

When a man's castle is a "SWAMP".

It has been with much excitement and anticipation that my new man cave was finally to be built. The quote was favourable and the contract signed and a deposit paid in December 2019. But as luck would have it, our friends at ACTPLA had to put their two bobs worth in and after many months of toing and froing, plans were approved. So the materials were ordered and more money was paid and the concreter was given the green light to start the slab. Woo hoo!!

So Alex the concreter came out and did a site inspection and pointed out that the surveyors had not been. So more calls were made and a couple more days saw the surveyor arrive and bang in a couple of pegs, it is now mid-September! Now Alex can come back and do the cut for the slab. Finally I can see something actually being done. Then the plumber held things up for another 3 weeks as my cave is to have a bathroom in it. So the pipes are in and then the rains came and came and came. So now I have a fantastic mud racing pond in the backyard, but then it dried out and was almost dry enough to do the slab and then more rain and now it seems that every time its dry enough it rains again and Alex tells me that he has lost more money to the weather than Covid this year.

But things are still happening and the shed kit arrives in town and they call me to ask where I would like to have it put as it is going to be delivered or I will have to pay storage on it. So old mate comes out and dumps it in the driveway where he was instructed to put it. But this is a bit of a worry as it seemed that it would be some weeks before the slab would go down. So I started the job of carting it around to the back yard and rather than leave it on what little lawn we have left, thought it would be better served by storing it under the pergola. So after a working bee with Joey, J9 and I, it was repositioned under the pergola where it still is. And our friend Alex has still not had a window big enough to pour the slab. So at this point in time my lovely man cave is a lovely SWAMP. Well hopefully we might get some fine weather and the slab can be poured and then the guys can erect the new shed so I can do the fit out inside. Then watch this space for the shed warming party (yeah right?).

All that aside, we will all be hoping for good riding weather and our next long ride will have members prepping their bikes madly to get out and tear up some mountain roads. So to all those going to the Alps in the following weeks, ride safely and enjoy and let's hope the weather stays fine.

And lastly thanks to all that came to the AGM and the new and old members of the new committee. Let's hope it is a good year and things get back to some sort of normality in the near future.

So till next time; stay safe; Ciao for now and remember Ducati on Dudes and Dudettes!

AB the VP



PO BOX 1282 CANBERRA CITY ACT 2601  
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# 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 November 2020	
<b>Sun 8th</b>	Khancoban Warm-up. 9:30 am - 4:00 pm A chance to rack up a few kms on varying roads before we head to Khancoban. This ride will have a few kms of decent quality unsealed road, and some windy sections. Meet at 9:30am at the gunnadoo bakery in Bungendore for a 10am departure.
<b>Mon 9th</b>	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
<b>Sat 14th – Sun 15th</b>	2020 Phil Goldacre Khancoban Ride. November 14 @ 8:00 am - November 15 @ 5:00 pm. It seems we have finally made it to that time of the year again: Khancoban is just around the corner. Please keep an eye out on Facebook & the Website as DOCNSW have fully booked the accommodation & we are working to find an alternative.

CDDC events in December 2020	
<b>Sat 5th</b>	CDDC Christmas Party! More information later in this newsletter, please RSVP as soon as possible to allow for accuracy with catering and conforming to COVID event restrictions.
	There is no meeting in December.

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 Harrietville, 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](mailto: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.

## Khancoban Run

Accommodation is confirmed as possible for Saturday the 14<sup>th</sup> 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.

## **Altre Notizie – other news**

### **<<. CDDC SUPPORTERS .>>**

These are the businesses that support the club through donations, discounts: **Belt & Bevel, Canberra Motorcycle Centre, 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](mailto: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](mailto: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



### ***CDDC Christmas Celebration Time***

When:	Saturday 05 December 2020 4.00pm kick off till around 8.00pm
Where:	Taso's place 78 Limestone Avenue AINSLIE ACT (park at Church of Christ Ainslie or on median strip of Limestone Ave)
Cost:	FREE - for current financial members
What:	There will be light nibbles; water; soft drinks; ice; BBQ meats; salads; bread and dessert.
Bring:	Your own alcohol if required
ALSO IMPORTANT	SECRET SANTA PRESENT FOR EACH PERSON ATTENDING value - approx. \$10

Please contact Janine for attendance confirmation as soon as possible.

**RSVP is very important for catering and Covid purposes people so please let me know.**

0428 281 806 or neenbw@bigpond.com



**All Hail King Tony**  
By Grant Fuller

Are you in the market for some new tools you currently don't have or looking for replacements for tools you have but are worn out or damaged.

I would highly recommend you take the time to look at the extensive range of high quality tools produced by King Tony.

Their 2020/2021 Catalogue of tools is approximately 590 pages covering everything for work benches incorporating tool cabinets with associated tool sets, through to socket and spanner sets, plier and screwdriver sets, hammers, punches, impact tools and drivers, specialist vehicle tools and possibly the best range of torque wrenches you will see from any manufacturer (23 pages in the catalogue).

Both Metric and Imperial AF sizes are catered for, sensibly colour coded for recognition.

The large range of sockets are available in  $\frac{1}{4}$ ",  $\frac{1}{2}$ " and  $\frac{3}{4}$ " drives. Both single and double hex, plus deep sockets as well as a large range of impact sockets.

Special sockets and bits are catered for as well. Torx internal and external, spline drive, Star sockets, square sockets and KM locknut sockets (one of the only manufacturers to offer these).

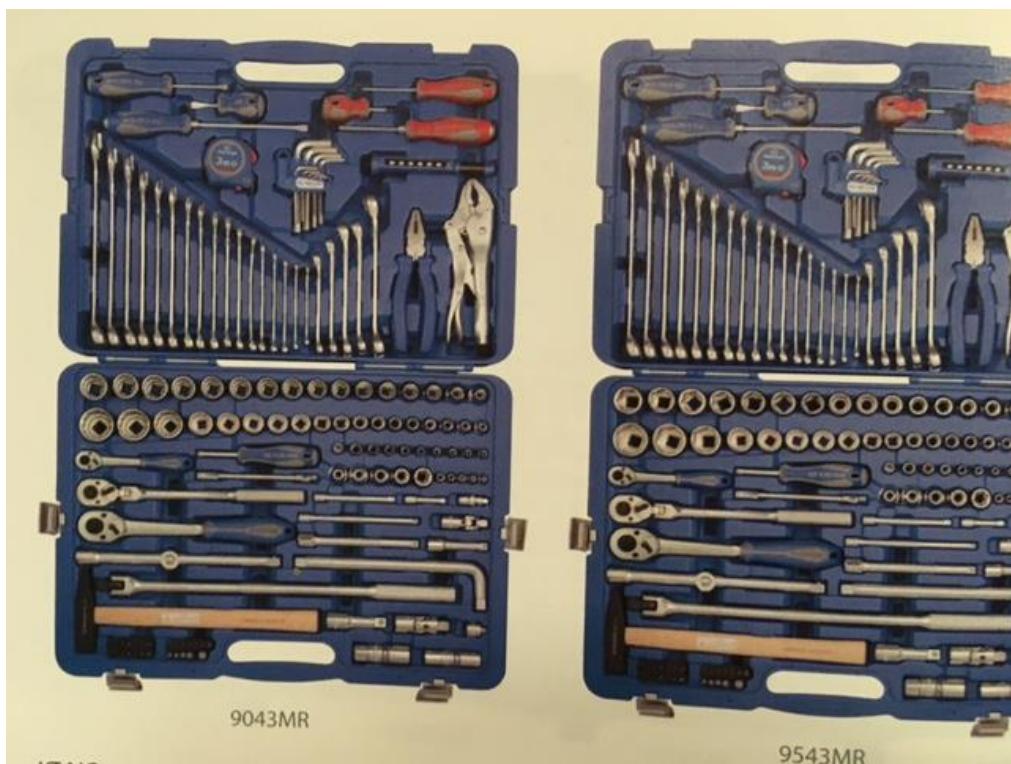
I'm not basing my recommendation on glossy pictures in a catalogue or a tool I've just bought recently, but my first King Tony tool purchase was just over 30 years ago. A  $\frac{1}{4}$ "drive metric socket set, which has seen extensive use in my workshop on a nearly daily basis, and trackside use. Since this first purchase I have happily added more high quality products from the King Tony range to my workshop.

The Importer and Retailer of these tools is located at 68 Barrier Street Fyshwick (In the old Fisher Discounts building).

Prices are very competitive against other brands and you will find that you will receive a discount from the marked prices when you make a purchase.

The range of Torque Wrenches for sale in the Fyshwick store is the largest selection you will find anywhere in Australia. Very impressive to see.





## Heavy Duty Mini-type Torque Wrench

Industrial application  
Quality accords to DIN ISO 6789:2017 & ASME B107.300-2010  
Tolerance of torque  $\pm 3\%$ (CW)  
CW/CCW Direction

Quick release

• Automatic quickly return adjustment

- 3426C-1D
- 3436C-1D

Single scale - Newton Meter (Nm)

KT NO.	Square drive	Torque range Nm	Incr.	Overall length mm	
3426C-1DF	1/4"	3-15 Nm	0.1 Nm	211	330
3426C-2DF	1/4"	5-25 Nm	0.2 Nm	249	430
3436C-1DF	3/8"	3-15 Nm	0.1 Nm	211	450
3436C-2DF	3/8"	5-25 Nm	0.2 Nm	249	550

6 3792

**new** 3533MRV **new** Tray category #8 (375 x 187mm) 3/8"

(Cuft)

3033MRV 3533MRV 33 PC.

7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 24  
8, 10, 11, 12, 13, 14, 15, 16, 17, 19, 21, 22  
7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 24  
8, 10, 11, 12, 13, 14, 15, 16, 17, 19, 21, 22

3771-08G 3792  
3453-08F 3293-03  
3293-06

Kg 3.40 Box 1 / 6

1 / 5

H3x150

0,

10x75,  
0x250,  
30x125,

Drawer (579 x 380 mm)

Tray category #6 (560 x 375mm)

24 PC.



storage for long straight object or tools  
ers placement for large object or tools,  
e storage arrangement to 850mm length tools  
edges for magnetic holder or tools. 80mm width

#### Optional accessory for evolution

87430A1(red)	87430A2
87430A1-K(black)	87430A2
Multipole space bar	Pull hand

### *MotoGP Tipping Comp – Le Mans GP*

Not many wet weather tipsters it seems. To be fair the rain only appeared with the riders already on the grid.

2020 continues to throw curve balls at every turn. CDDC has certainly set a new record with 10 tipsters scoring zero points for the round. Doug topped with 2 points closely followed by Alan with one point.

No change at the top with Rosco and Tomo leading the pack.

Cheers Jeff



	TONY	SARGE	GEORGE	TIM	TOMO	ROSS	TASO	DOUG	ALAN	JULIAN	MARK	JOHN
R1 – Jerez (19/07/2020) Quat, Vin, Dovi	1	5	2	1	2	2	2	3	4	0	0	2
R2 – Jerez (27/07/2020) Quat, Vin, Rossi)	7	9	7	2	7	9	2	7	7	9	2	7
R3 – Brno (09/08/2020) Bind, Morb, Zarco	5	0	1	1	5	3	3	3	1	2	3	1
R4 – Austria (17/08/2020) Dov, Mir, Miller	5	2	6	5	6	6	6	5	5	2	4	1
R5 – Styria (23/08/2020) Oliv, Miller, P. Esp	1	1	0	1	1	1	0	2	1	2	1	1
R6 – San Marino (13/09/2020) Morb, Bag, Mir	0	1	0	4	1	1	0	0	0	0	0	0
R7 – dell'Emilia Romagna (20/09/2020) Vin, Mir, P Esp	0	1	0	1	0	0	0	0	1	0	4	4
R8 – Catalunya (28/09/2020) Quat, Mir, Rins	0	0	5	0	2	7	1	0	1	4	1	4
R9 – Le Mans (11/10/2020) Petrucci, A Maq, P Esp	0	0	0	0	0	0	0	2	1	0	0	0
<b>TOTAL</b>	19	19	21	15	24	29	14	22	21	19	15	20

*On matters historical and restoration.*

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*By Phil Whitton*

In the current parlance of the restoration fraternity, the term “barn find” is now an indication of something uncovered from the depths of some storage unit, garage or indeed a barn.

*Where did you find that?* Such is the question I am often asked when yet another “barn find” surfaces.

Over the years quite a few bikes have come to light from deceased estates, garage clearances, divorce chuckouts, or just word of mouth and whispers and, having been on the receiving end of some machines, a decision has to be made whether to restore, scrap or pass on. The dream of finding a Mac Velo or a Rapide in a barn cleanout is still with me although on a lesser scale, I was recently offered a Ducati 900GTS from a paddock in a very sad state that may have found its way into a 900SS at a considerable increase in value. It has since been fully restored to good road going condition and is a very sort after model.

To restore a machine well past its useful life can indeed be daunting, and the degree of restoration can be determined by the finished value, balanced against the cost of the rebuild. (and one’s own love of the marque). Scanning classic bike magazines can give information as to the asking value as can researching classic bike auctions both here and in the UK/USA.

Then there’s the decision as to what level of restoration would be appropriate, whether pristine showroom, road use, cafe, chopped or just “will do”. I’m not a lover of trailer queens as bikes were built to be ridden.

Even before a spanner is put to the bike, copious photos are required as references at each part of the stripdown and keeping each part labelled, photographed, cleaned and boxed with a record being made of the replacement parts required.

Sourcing parts, particularly for veteran or early classic machines can be both time consuming and educational, but can be greatly enhanced by accessing marque clubs, gathering info from classic bike mags or hitting the net. Such mags like Old Bike Australia, (which lists marque clubs), Classic Motorcycle (UK) Classic Racer (UK) and British Bikes, to name a few.

The change from Whitworth, AF, BSF BSW screw threads for the British and American to metric for European and some Japanese resulted in a steady rise in mental frustration however there are specialist forms still producing bolts and screws, (even Chinese fine).

So whilst it can be admirable to attempt a full blown resto, as Dirty Harry said, “*a man must know his limitations*”, it can go pear shaped very easily and get very expensive and, so in order to save a lot of heartache, farming out frames for powder coating or painting of the tinware, engine rebuilds, wheels etc is well worth it. Pinstriping of tanks can be done with stick-ons but hand painting with dagger line brushes takes a lot of skill. Correct decal details can be sourced from original sales brochures, most are now online. Most bike repainting shops have the information required so enquire before engaging their services and the cost!!

This of course is if you don’t have either the skills or equipment. Tech colleges no longer run those Journeyman courses, such is the pity where many a skill was obtained working on one’s own project. Of the vintage wheels prior to magnesium, the metal rims are almost always badly

rusted and require complete re-chroming and spokeing. Spokeing is easier than most think so a photo is essential to get the lacing correct. Trueing is a matter of tensioning as required so replacement spokes and nipples, either normal or stainless is a must. A jig to spin the wheel on an axle with a pair of dial gauges will give the runout information. For the modern wheels magnaflux or x-raying is essential to determine the presence of fractures or corrosion.

Likewise engine and gearbox configurations can be a black art, particularly bevel engined Ducati's and pre-unit gearboxes of early British machines.

Most competent trimmers can do seat replacements as usually the old seat has become the residence of mice or rats, but replacement seats and covers for most Japanese models are readily available, even for Honda Cubs.

Electrics on early bikes that are barn finds invariably require complete new looms and fortunately there are firms now reproducing authentic cloth covered replacements. A lot of vintage, and some modern bikes can be reasonably simple however, first determine the polarity of the bike. Red is not always positive, so checking the battery to chassis will give the correct polarity. Magnetoies and point dizzys take some expert fettling but are not impossible.

Keeping original paint, patina and history can increase the value of a freshened up outfit especially if it is a badged unit or with providence of a previous life.

Today there are a lot of rebirths and bitza bikes being presented as authentic, however the determination as to being authentic can be a minefield if numbers are incorrect. There are several green framed 750 Ducati's built from crates on the market. Replaced frames or engines are common with British bikes of the '60s, with the common practice of cafe builds using what was available, such as Norvin's, TriTon's, Egli Vincent's and the like. What came out of Armory Rd or Merriden at the end of the '60' was "original" from the production line in order to keep the sales going.

Swapping components from Lucas fitted a wide range of machines so commonality of parts can be a blessing. A Norton points plate fits the A65 BSA range as the headlight switch is common. My Lucas key 995 fired several club bikes (even the Jaguar Sovereign).

There is a library of information from such knowledgeable sources like Roy Bacon, Hopwood, Faloon and others specialising in the marque.

There are some who specialise in one marque and are well worth seeking out as either a source of information or undertaking that part of the resto.

In the end it can be very satisfying when viewing the finished product at a show 'n shine or club ride, as we are just the custodians of these machines and "I'm just investing in my hobby, darling". Well that's my story.....

### **MotoGP Tipping Comp – Gran Premio Michelin de Aragón GP**

Another interesting race. Yamaha qualified well but were quickly off the pace. Rossi didn't make the grid after a positive covid19 test, or was he just tired of picking the bike up out of the gravel. Tipsters had a better race with most scoring 1 or 2 points. There were still a few pointless including Doug who forgot to put his tips in after returning from a 10 day ride on Sunday. Taso picked both the Suzuki's on the podium but in the wrong order and Tim should pull out the salad spinner again. Ross still leads the pack followed by Tomo. George, Doug, Alan and Julian are closing.



	TONY	SARGE	GEORGE	TIM	TOMO	ROSS	TASO	DOUG	ALAN	JULIAN	MARK	JOHN
R1 – Jerez (19/07/2020) Quat, Vin, Dovi	1	5	2	1	2	2	2	3	4	0	0	2
R2 – Jerez (27/07/2020) Quat, Vin, Rossi)	7	9	7	2	7	9	2	7	7	9	2	7
R3 – Brno (09/08/2020) Bind, Morb, Zarco	5	0	1	1	5	3	3	3	1	2	3	1
R4 – Austria (17/08/2020) Dov, Mir, Miller	5	2	6	5	6	6	6	5	5	2	4	1
R5 – Styria (23/08/2020) Oliv, Miller, P. Esp	1	1	0	1	1	1	0	2	1	2	1	1
R6 – San Marino (13/09/2020) Morb, Bag, Mir	0	1	0	4	1	1	0	0	0	0	0	0
R7 – dell'Emilia Romagna (20/09/2020) Vin, Mir, P Esp	0	1	0	1	0	0	0	0	1	0	4	4
R8 – Catalunya (28/09/2020) Quat, Mir, Rins	0	0	5	0	2	7	1	0	1	4	1	4
R9 – Le Mans (11/10/2020) Petrucci, A Maq, P Esp	0	0	0	0	0	0	0	2	1	0	0	0
R10 – Aragon (18/10/2020) Rins, A Maq, Mir	0	1	1	0	1	2	2	0	1	2	1	1
<b>TOTAL</b>	19	20	22	15	25	31	16	22	22	21	16	21

**A quick ride to Taralga (4 Nov 2020)**  
By Yvette Polonyi

Jeff put out a call for a mid-week ride last week.

Jeff Piper (748R), John Sankey (Supersport S), Leigh Campbell (Multi), and Yvette (Monster 695) met at Sutton Bakery and another Jeff (Honda Firestorm) joined us too. It was excellent weather, warm but not hot, a gentle breeze and no sightings of our constabulary!

We lunched at a little café in Taralga, run by two young local women. Great food and service.

All in all, a great day out, lots of fun, no issues. Bravo Jeff!



## **MotoGP Tipping Comp – Gran Premio Liqui Moly de Teruel GP**

While Tim's pup didn't do a bad job with the tipping I still think he had the edge with the salad spinner.

Considering the season it was a good round for tipsters with only Doug missing out on points after failing to enter his tips for the 2nd week in a row.

Tomo was the only person to pick Morbidelli for the win and also had Rins in his mix so he's now pushing Ross at the top, with both being shadowed by George in 3rd. John, Alan and Julian are close behind.



	TONY	SARGE	GEORGE	TIM	TOMO	ROSS	TASO	DOUG	ALAN	JULIAN	MARK	JOHN
R1 – Jerez Quat, Vin, Dovi	1	5	2	1	2	2	2	3	4	0	0	2
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R5 – Styria Oliv, Miller, P. Esp	1	1	0	1	1	1	0	2	1	2	1	1
R6 – San Marino Morb, Bag, Mir	0	1	0	4	1	1	0	0	0	0	0	0
R7 – dell'Emilia Romagna Vin, Mir, P Esp	0	1	0	1	0	0	0	0	1	0	4	4
R8 – Catalunya Quat, Mir, Rins	0	0	5	0	2	7	1	0	1	4	1	4
R9 – Le Mans (11/10/2020) Petrucci, A Maq, P Esp	0	0	0	0	0	0	0	2	1	0	0	0
R10 – Aragon (18/10/2020) Rins, A Maq, Mir	0	1	1	0	1	2	2	0	1	2	1	1
RD 11 – Teruel Aragon (25/10/2020) Morb, Rins, Mir	2	1	2	2	5	2	1	0	1	2	1	2
<b>TOTAL</b>	21	21	24	17	30	33	17	22	23	23	17	23

## Articoli vari – Bits & Pieces

**2020 Off-Road Bikes—Jordan Graham's Ducati Scrambler Desert Sled.** Hooligan-class contender in hare & hound Nationals. [Read more \*\*HERE\*\*.](#)



**Two Much Trouble: Ducati's Parallel-Twin Engines.** A history of the parallel-twin engine saga in Bologna. [Read more \*\*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](mailto: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.

# ■ ■ Arrivederci! ■ ■

## THE COMMITTEE

<i>Supporto Principale</i> President	Ken (Sarge) Purbrick	0414 569 626	presidentcddc@gmail.com
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