

Monthly Newsletter



Luglio 2023

Keep up to date at: canberradistrictducaticlub.org.au

Presidente Rezazione

Luglio 2023

Someone is a bit of a Lug lio. Nothing to report.

Ciao

Sarge

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 Coordinator (contact details at end of Newsletter). Don't forget, on all club rides TUFU applies (turn up fuelled up). If you turn up then realise you need fuel and are gonna duck off to get fuel, then tell the ride coordinator.

To stay in touch with club rides make sure you check the club website for the latest ride information.

Rides can change at short notice and the website is the source of truth for club rides. Set it up in your favourites and with one click you will have the latest info.

July 2023	
Monday 10 th	<p>CDDC Monthly General Meeting</p> <p>7:30pm @Harmonie Club Narrabundah. This month we should be back in our normal meeting place in the Kellar Bar.</p> <p>Meeting starts @ 7.30 – eats from 6:30 for those who want to grab a meal before the meeting.</p>
Sunday 16 th	<p>Duc's on the Pond</p> <p>An opportunity to meet up for a coffee and chat and a ride if people are up for it.</p> <p>Meet for 10am near the Jetty Café – Queen Elizabeth Terrace – near Commonwealth Place, Lake Burley Griffin (down behind Questacon and the High Court).</p>
Wednesday 19 th	<p>Mid week ride to Gundagai</p> <p>Ride to the Niagara Café for lunch.</p> <p>Meet at Coronation Park, Yass, 10.00 for a 10.30 start.</p>
Saturday 29 th	<p>Bateman's Bay</p> <p>I'm figuring the Bay should be warmer than Canberra this time of year – sounds like a good enough excuse to go for a ride – and some fish and chips.</p> <p>Meet at Gunna Do Bakery, Bungedore, 10 for a 10.30 start.</p> <p>*Note – this is a Saturday ride.</p>
August 2023	
Monday 14 th	<p>7:30pm @Harmonie Club Narrabundah. This month we'll be back in our normal meeting room in the Kellar Room.</p>

	Meeting starts @ 7.30 – eats from 6:30 for those who want to grab a meal before the meeting.
Sunday 13 th	Ducs on the Pond A return to a lazy Sunday catch-up for coffee and a ride if people feel like it. Meet at 10am near the Jetty Café – Queen Elizabeth Terrace – near Commonwealth Place, Lake Burley Griffin (down behind Questacon and the High Court)
Wednesday 16 ^h	Mid-Week Ride to Jugiong Meet at Coronation Park, Yass, 10.00 for a 10.30 start.
Saturday 19 th	Slow Ride and Basic Maintenance day Details are yet to be ironed out so keep an eye out for this one. Basically due to a few slow spills on recent rides and some basic maintenance requirements we thought it timely to offer a bit of training and advice. All welcome, it will be an easy paced day and you will get something out of it regardless of your skill level.
Sunday 27 th	George Harcourt An easy ride to George Harcourt for lunch via Sutton, Carwoola and Bungendore. Meet at the Little Bakehouse in Sutton, 10 for a 10.30 start.

Note: 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.

Twenty Twenty-Four Tassie Tour 9th March – 24th March 2024

The Hoodster

19 people expressed an interest for this ride. The itinerary is posted to make you jealous.

Respondents have been emailed by Rod. Confirmation is required by July 23.



So the plan is to leave Canberra on Saturday 9th March 2024. Obviously those not coming from Canberra region will make their own way to Geelong for the ferry.

- Travel down through the mountains and stay in Wangaratta that night.
- Sunday 10th March travel to Geelong and hop on the boat to Tassie.
- Monday 11th March 2024 travel to St Helens where we will be staying 11th, 12th March 2024.
- 13th March 2024 travel to Hobart region and we will stay there 13th, 14th, 15th and 16th March 2024.
- 17th March 2024 travel to Queenstown where we will be staying on the 17th and 18th March 2023.
- 19th March travel to Burnie and stay there 19th and 20th of March 2024.
- 21st March make our way back to Devonport for return boat Journey.

- 22nd March 2024 ride to Harrierville to join up with the Peter Yeend memorial ride. Stay in Harrierville 22nd and 23rd March 2024.
- Return to Canberra 24th March 2024.

MotoGP Tipping

Jeff Piper

In case you didn't realise, this is the MotoGP break. Racing resumes from Silverstone, England for Round Nine, August 6.

Ride reports-May and June

Craig Evans

Batemans Bay – 13 May

It was early May and as I'd missed the Bevels to the Bay ride in March I figured it was as good excuse as any to do another run down to the coast – and since I'm the ride co-ordinator, I can do that. It was another smallish crowd that met up at the Gunna Doo Bakery in Bungendore for the start. Leigh was at the start but was just saying hi before riding off to another destination – he still gets half points for coming out to the start.

The weather was good and it was a fairly good run to Braidwood and for the first time in a long time we had no passengers to pick up before starting the interesting part of the ride – I think Terry had other priorities that weekend. From memory the ride down the mountain and out to the coast was pretty good, not too much traffic and enough of the good spots free to make it all worthwhile. Particularly when you get a clear run in good weather, this stretch of road on a good bike is a great place to be. The fish and chips were good as well.

Being a Saturday, the run back up the hill was also pretty clear and enjoyable, even if some got the refuelling spot wrong – but we all made it up the hill in the end and for a CDDC ride, I'll take that.

After a final stop for a coffee at the Bungendore Woodworks it was the end of the ride and people going their separate ways home.

When you get a good day on the run to the coast and back it makes you want to do it more often, so keep an eye out for more runs down the coast.



Not sure who turned up on the new blue V4R?

Jugiong – 28 May

It had been a while since we've done a club ride to Jugiong and the Sir George. The plan was to meet up on the south side of town and ride out via Mountain Creek Road. At least this time, unlike last year we didn't have any water crossings to contend with. Like a lot of other roads in the district there has been a fair bit of work done and I think the back road out to Yass is probably in the best condition I have seen it. The run out to Harden is not the most exciting ride you'll have, also not the worst- unless of course you get a puncture.

It wasn't until we were refuelling that someone noticed the rear tyre on Rod's strudel was dead flat—he hadn't noticed—not sure what that says about the handling characteristics of modern strudel's?

From that point on the well-oiled machine of CDDC efficiency sprang into action. Between Rod and myself and our various bags of issues, we had a multitude of puncture repair kits, compressors, batteries, etc—the biggest decision was which one to use. Along with Waji—who must have thought it was a particular TV game show and had 'phoned a friend' to get the answer and then there was the conversation about pushing it over and setting it alight to solve the problem (although being at a petrol station we decided against that course of action).



The brains trust at work! – Ed. Brains?

Soon enough the tyre was plugged and pumped – surprisingly Rod chose to use the servo compressor – and we were on our way to Jugiong. The run down to Jugiong has a bit of everything and again is benefiting from much needed repairs. And of course then there is a certain ex-president and you have to admire his commitment to the cause—always diligent in meeting his key performance indicators—job done again.

Unfortunately the plugging from Harden had not worked and Rod's tyre was going flat again. More plugging was needed and was left over lunch to see if it was still leaking—but I'll come back to that.

As per usual, lunch at the Sir George was well worth the ride. We also got to meet one of our new club members—who knew we had royalty in our midst—Princess Waji. While the rest of us were quite comfortable in the late Autumn freshness, Waji had scouted around and found ‘vacant’ gas heater and had the staff move it to keep him warm, then with a passing light drizzle shower he scored an umbrella to stand under with his cherished heater. I won’t mention the desert.



A man and his heater.

Once we had prized Waji from his heater we were looking at the ride home. Initially we were going the long way—up Berramangra Rd—but with Rod’s dodgy plugged tyre and Waji on the verge of Hyperthermia we thought it best to take the safe option and come back along the highway. Needless to say the second plugging worked perfectly with the tyre showing the same pressure the next day.

Ah well – maybe next time we’ll do the whole ride.

Gundaroo – 4 June

There were only four of us for this ride, maybe a sign of the start of winter and Ducati’s being tucked away in the warmth, or maybe because it was a short ride just to have an excuse to meet up for lunch. Maybe you could say quality beats quantity? The ride was just a simple loop ride out through Jerrawa, Gunning and back to Gundaroo for lunch at the pub. A simple but satisfying ride with good company and good meal at the end.



The quality crowd

Duc's on the Pond – 18 June

This was the second meet up for coffee now that the weather has turned a bit fresh. It's good to see through the numbers attending that there is an appetite for this type of ride. Nothing much to report about this other than a bunch of Ducati's meeting up for a coffee and a chat. You could almost describe it as a bunch of Ducati's sitting outside a café while their owners enjoy a latte! Heaven forbid. Next thing you know and people will be complaining it's too cold to ride !!



More of the usual suspects

Taralga – 25 June

A good turnout for what now is pretty much the middle of winter – and the Crookwell area is not really known for high temperatures this time of year. The day itself was a lovely clear sunny winter's day, if a bit windy.

The ride over was fairly uneventful. It's evident that road crews have been out and are continuing to be busy with road repairs. The roads are definitely getting better now that the rain has stopped, but they still require your full attention to stay safe.



The usual suspects meeting up.

We hadn't had a club ride out here for quite a while and it was good to get reacquainted with one of the more interesting roads in our region. Along with the roads, we hadn't been to the Argyle Inn for even longer as they had a few interruptions to their business due to covid – but great to see them up and running again. Lunch was very tasty – with some newer members being surprised that we had ridden to such a class establishment!



The Argyle Inn

While the morning ride over was uneventful, the afternoon ride home was anything but. First off, the group split up as people rode off while others will still getting ready. Secondly a little incident in the main street of Taralga further delayed the last few getting away. Thirdly a rider missing a turn and heading in the wrong direction caused further delays. Once this was sorted we were finally on our way home. Unfortunately lurking around the corner was a tyre mishap and another slow spill – this caused two bikes/riders needing assistance.

So now we needed two bikes and riders recovered by car and trailer, one not so comfortable. By this stage it was approaching 3pm with a fresh wind and a setting sun. It took till after dark for the trailer to arrive and get loaded. This meant an interesting ride home in the dark on two panigirlies - I think the words used to describe an SP2's headlight was something like 'crapectacular', at least a 959 has 'old fashioned' lights and were a little more fit for purpose. Anyway after a patient ride scanning the road for skippy and potholes we both got home ok and I suppose, to be fair Ducati sports bikes were never really meant to be ridden after dark – headlights were really just an aesthetic design after-thought.

To sum up the ride, it should have been an easy and enjoyable out and back jaunt. The reality was–shit can happen and sometimes does, but sometimes shit is avoidable.

*Note–keep an eye out for some slow rider training provided by the club – great for learning and practising slow u-turns etc. Oh, and some basic maintenance/safety checks to make on your bike prior to going for a ride.

Pheasant Wood – 1 July

Not much of a ride report here as this was the first of our track ride days and there should be a fairly comprehensive report on this elsewhere in the newsletter. But if you like I have included a few random pics of the club members enjoying the freedom of riding on track – no speed limits, no blue lights, no oncoming traffic and endless repeatable, predictable corners.

I hadn't been to Pheasant Wood before, nor did I actually do any laps on the day, but first impressions are it looks more extensive than from any web photos. The layout is tight, but the corners are wide and banked and the surface looks of a high quality. Yep on a large bike you probably wouldn't stretch 3rd gear, but I would say that if you think the Oxley Highway is a good ride, then you would enjoy a day out at Pheasant Wood.

Keep an eye out for more 'club' dates.



Grant with a sneaky pass on a 1098.



Angelika testing new bits for the factory team.



Cameron enjoying the Pantah – easily one of the best sounding bikes there.



Grant again.

June Weekday Ride

Grant Fuller

Wednesday 16 June was the Clubs Weekday ride from Yass to Cootamundra.

When I left Tumblong at 8.45, the weather was looking Ok, but slightly foggy, however the forecast for the day was looking good. As I neared Jugiong the fog became quite thick and lasted to about Bookham, on the Hume Highway. By the time I got to the meeting point at Yass the weather was quite nice with the sun out, and the temperature forecast for the day being 16 degrees, it looked like it was going to be a good ride.

I waited around until the 10.30am departure time, and then departed Yass for Harden, then on to Wallendbeen, then continued to Cootamundra.

With the continued wet weather, the roads still need to be treated with some caution, however the overall condition on the day was pretty good.

Pheasant Wood Track day

Saturday 1 July was a motorcycle Track Day at Pheasant Wood.

Michael, Angelika and myself were heading up to Marulan for a track day.

I was to ride Michael's 2006 CBR150 for the day to get practice for the upcoming race meeting on 23 July, and Angelika was going to ride Pete wilkinson's 2007 CBR125. I had been to this track several times before providing support in the pits and on pit lane, but this was to be my first time on the track.

On the trip up to Marulan the weather was wet and cold, but about 4 kilometres from Marulan, I could see a break in the clouds with some blue sky showing and even the possibility of sunshine.

I had also packed my 1974 Ducati F750 into the back of my van, just in case there was an opportunity to take it out onto the track.

There was a total of 18 bikes booked in on the track day, so it was decided and agreed amongst everyone that there would be no seasons, and that the track was open for the whole day to all entrants. The organization here is spot on and efficient, and the atmosphere is very relaxed.

We fired up the CBR150 and I prepared to take it out onto the track for my first time. The bike was suffering from a flat spot low down, which we thought was due to the extremely cold weather requiring a pilot jet change. We carried out this jetting change. The first thing that became very apparent to me, was just how small the Honda is.

It took a couple of laps to get used to the size of the bike, and several more to get familiar with the track. The faster you went, the better the whole thing felt, and the track started to flow.

The surface is extremely smooth and has no visual imperfections and only a few ripples that can be felt if you wander off the perfect line.

On coming back into the pits, Michael discovered that our carburation flat spot was actually caused by a split in the rubber manifold. Fortunately, we have a fairly comprehensive range of racing spares that we have put together for the Honda, which included a new manifold.

About 10 minutes of work saw the new manifold fitted and the flat spot gone.

The second time out on the track was much better now that the flat spot was gone, as I could now get a linear response from the throttle. This was given me more time on the track, and allowing me to

Returning to the pits after this outing we removed the larger pilot jet we had fitted, and now the engine was feeling very crisp and responsive. We didn't have to touch the bike for the rest of the day.

I stayed out on the track to learn as much as I could, as well as seeing how long I could stay out for. The expected time on the track during the endurance race is 30 minutes per rider, so it was critical to see if that was achievable. Sounds easy, but with a circuit only 1.6 kilometres long with 9 corners, it is demanding.

Angelika was having a great time on the CBR125, and was perfectly suited to these bikes.

With the sun appearing around lunchtime, I decided to take out my F750. So, with the help of Michael and Angelika, we fired it up. I had fitted a larger rear sprocket to lower the overall gearing for this tighter circuit.

With the lower gearing I was able to use 4 of the 5 gears in the close ratio gearbox, even if 4th was only for a brief time up the front straight.

Would I ride the Ducati there again? Definitely.

But back to the main reason I was there. The Honda CBR150. I continued to ride the bike for the rest of the day, until I was starting to get tired. I was very happy with the bike, tyres and suspension are amazing, and the only area for improvement was myself. My position on the track, bike technique and speed all need improvement, but I feel with more track time this will all come.

Angelika jumped from the 125 to Michael's 150, and you could clearly see that she was more comfortable, and definitely quicker on the 150.

At the end of the day, we were all happy with what we had achieved.



PO BOX 1282 CANBERRA CITY ACT 2601
www.canberradistrictducaticlub.org.au



PO BOX 1282 CANBERRA CITY ACT 2601
www.canberradistrictducaticlub.org.au



PO BOX 1282 CANBERRA CITY ACT 2601
www.canberradistrictducaticlub.org.au



PO BOX 1282 CANBERRA CITY ACT 2601
www.canberradistrictducaticlub.org.au



Pheasant Wood Track Day

Cameron Whitnall

Today I had the pleasure of joining a few other CDDC members on the Pheasant Wood social ride day, an experience well worth the small cost and travel time.

It's been a few decades since I've enjoyed the pleasures of a track day. I now remember the joy of riding a predictable perfect surface, and flowing into well configured corners that you get to learn both the entry and exit to. And most importantly rider friendly traffic with no nasty surprises awaiting you as you confidently enter a corner.

Pheasant Wood's 1.6km layout is an awesome track for smaller capacity motorbikes, lots of wide corners with a great combination of tight turns and long sweepers that I found to be really well linked together keeping it both fun and interesting. I found the track was perfectly suited for my Pantah 600 which is setup as a bog standard road bike, even with my average traction Metzeler Perfect ME 77 touring tyres it was still tonnes of fun.

Steve Shelley and his Pheasant Wood team have prepared a great track for motorbikes, and also run these social ride days really well. The ability to go out when you please and for as long as you like is an added bonus.

I was great to catch up trackside with the Belt and Bevel team. Michael Fuller, Angelika Fuller and Grant Fuller, as well as the CDDCs quiet achiever Craig Evans. Michael and Angelika were both

more than willing to provide some very helpful insights, and share their vast experience providing tweaks that allowed my street setup historic bike to be a little more track friendly. Angelika spent a lot of time enjoying the track, firstly on a 125 Honda, then lots of sessions riding a very neat Honda CBR150, that seemed to be perfectly suited for the flowing nature of the track.

Grant brought along his beautiful blue Ducati Formula 750 round case race bike. Both gorgeous to look at and clearly the best sounding bike on the track (even with baffles in!). Though I'm sure that its long wheel base would have made hard work getting around the tighter corners 2,5, and 9.

I definitely recommend that our CDCC members get along to the next Pheasant Wood social ride day, it's a great experience and a good chance to enjoy a top quality race track, and to really get to know your bike.





PO BOX 1282 CANBERRA CITY ACT 2601
www.canberradistrictducaticlub.org.au

Bevel Bits - NSU Bullus

This month's Bevel Bits features a photo of the lower bevel gear set of a 1930 NSU Bullus.

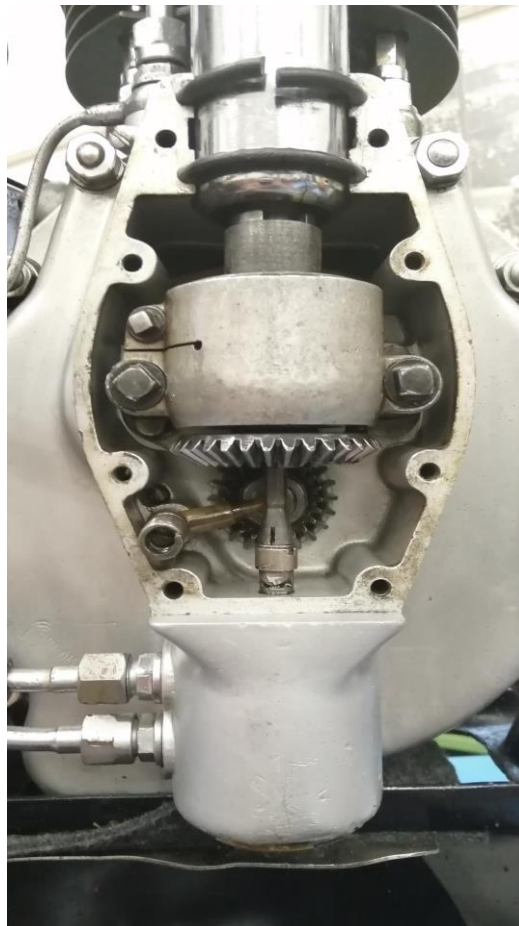
The English designer Walter Moore joined NSU in the 30's, and brought along with him, the designs and experience he gained with Norton. This is why the NSU engine bares similarities to Norton engines of the period.

The photo shows straight cut bevel gears off the end of the crankshaft, the drive to the vertical shaft, to the upper set of straight cut bevels, which in turn drive the camshaft. Below the lower bevels is situated the oil pump which both delivers oil from the oil tank to the engine and scavenges oil from the crankcase back to the oil tank. A dry sump.

The bike gets its name from the Yorkshireman, Tom Bullus-who was sponsored by Germans, Toni Ulmen and Paul Ruttchen-extremely successful riding for NSU. He was so successful racing the NSU, he became NSU's top works rider. He was extremely successful at hill climb events, and in 1930, one of his greatest wins was the GP at Monza

The engine is 494cc, putting out 30hp at 6000rpm. It was fitted with a Amal TT carburettor, and a 3 speed Sturmey Archer gearbox.

The bike is in the collection of the Zweirad NSU Museum in Neckarsulm Germany, and is ridden, displayed and paraded by Head Technical Director, Sven Hiemberger. Thanks to Sven for sending me the photo.



Changes to ACT CRS (Historic club) registration

Historic Motorcycles Registrar

The changes to ACT's CRS are to be implemented on 3rd April 2023.

Log books will now be available from Access Canberra offices from the 3rd April – the date for implementation of the new rules. Do not go to the Access Canberra for a log book before this date!

The Logbooks will cost \$12 each, are valid for five years, and are issued to each CRS vehicle individually. If you have two CRS vehicles you will need two logbooks, one for each vehicle.

To obtain a logbook you will need an ACT Driver licence and a current club membership card issued by the CDDC. Being able to produce proof of ownership/registration papers for the vehicle when collecting the logbook is also recommended. For the logbook to be valid to use for the 60 days, it must first be signed by the CDDC Registrar.

Please note: you are not required to apply for the new logbook for your CRS registered vehicle(s) immediately. You can elect to wait until your registration is due for renewal and collect the logbook then. However, if you do choose to delay, you will continue to operate under the "old" rules for CRS (The personal log book and 40km radius). The new rules (e.g. 60 days free use) will not apply until a logbook has been issued to your vehicle and signed by the club registrar.

There are 4 points that are required for your registration to be valid (under both the old scheme, and new). If any of the below is not completed/ lapsed, then your vehicle is not registered and must not be used on the road.

The CDDC is affiliated with the combine council (This is the club's duty, and the CDDC Secretary and Registrar stay on top of this)

Your CDDC membership is paid and valid (this is on YOU to ensure you have valid membership)

Your log book is completed before the trip you set off on. (In Pen, not pencil, before you start the trip. Every single day of use is one entry into the log)

Your registration fees are paid to the ACT Government (Access Canberra)

There is also a new category for Historic ACT vehicles, which is for modified vehicles (think Harris framed TT2 etc.). Contact the registrar directly if you need more details on this.

If you have a registration renewal coming up, please make sure you leave yourself enough time to see the club registrar at a CDDC meeting to get your renewal paperwork (and logbook signed). Registrars were also reminded to pass onto members that this is not cheap registration, this is club registration to assist people to enjoy their hobby, don't abuse the system.

We are keen to see more bikes on historic registration with the CDDC and there are lots of exciting bikes coming of age, think 916, 748, Monster, belt Supersport etc.

Questions should be sent through to historiccddc@gmail.com

Membership questions go to membershipcddc@gmail.com

Altre Notizie – Other news

CDDC SUPPORTERS

These are the businesses that support the club through donations, discounts: **Belt & Bevel, TeamMoto Canberra, 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

Congratulations!

Club member, **George** "Pigeon" **Desira** is now a Grandfather. We wish all the best to **Clare**.



Canberra Mafia boss marries off daughter.

Canberra mafia kingpin, and CDDC member **Tino** has married his daughter to **Daniel Pauletto** (also CDDC member, Ducati 1098), son of **Tom Pauletto** (also CDDC member, Pantah and Scrambler).

Congratulations to **Amanda and Daniel!**



Website Tip!

To look at the events list of what is coming up, you can view them in either list view (chronological) or in calendar view. To get to see the calendar view, on any page of the website, across the top ribbon, click EVENTS.



Canberra District Ducati Club Dukes

Meeting 2nd Monday of the month Harmonie German Club 7:30 pm



[HOME](#) [ABOUT](#) [MEMBERSHIP](#) [EVENTS](#) [SHOP](#) [CLASSIFIEDS](#) [CONTACT](#) [MY](#)



ewsletter

Search

You will now see the events list. If you click on VIEW AS, you will then get the options of List, Month, Day. When you select MONTH you will now see the calendar view of all the upcoming events.

VIEW EVENTS SEARCH

VIEW AS

Month

« June

August »

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
26	27	28	29	30	1 Pheasant Wood Social ride day	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16 Ducs on the Pond
17	18	19 Mid Week Ride to Gundagai	20	21	22	23

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 Duke, or you get a Duke? Set out below is a list of the main sources of bikes, parts, servicing, advice you can call upon.

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 CDDC22.



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.

Canberra Motorcycle Doctor

<https://www.canberramotorcycledoctor.com/>

Doc has been working his Ducati magic for years

Fyshwick – 0477 366 082

Unit 3/100 Maryborough St Fyshwick 2906

TeamMoto

<https://www.teammoto.com.au/canberra/>

30 Ipswich St Fyshwick – (02) 6280 4491 TeamMoto 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.

The Committee

Supporto Principale President	Ken (Sarge) Purbrick	0414 569 626	presidentcddc@gmail.com
Basamento Vice President	Rodney Hood	0402 833 620	vicepresidentcddc@gmail.com
Triple Clamp Secretary	Craig Evans	0418 118 165	secretarycddc@gmail.com
Tappo del serbatoio Treasurer	Julian Lowe	0476 787 418	treasurercddc@gmail.com
Pastore Membership	Julian Lowe	0476 787 418	membershipcddc@gmail.com
Mettere in Mot Ride Co-ord	Craig Evans	0418 118 165	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	VACANT Interim: Michael Fuller	0408 223 069	webmastercddc@gmail.com
Caporedattore Editor	William Campbell	0481 586 961	editorcddc@gmail.com
Quartermaster/ Property Officer/ Social Secretary	Alan Beavan & Janine Wilson	0428 281 806	neweagle@bigpond.com.au

Postal address: CDDC PO Box 1282 Canberra City ACT 2601