
Monthly Newsletter



Maggio 2024



This picture clearly proves that the Falling Leaves Rally is smiled on by a god and therefore can be considered a religious experience—Alan Cory

Keep up to date at: canberradistrictducaticlub.org.au



Presidente Rezazione

Maggio 2024

So April was a busy month for some of the club members but not in the riding sense. Auto Italia and Autumn Leaf Rally were the priorities for the month although I did get the Multistrada down to Tumut for the rally.

So I will mention Auto Italia first. Its interesting that club members wanted to resurrect a club presence at Auto Italia. So some committee members turned up to do just that.....pity very few club members did and those that did didn't even bother to bring a motorcycle. There was probably less than a dozen motorbikes turn up. So you asked for it and we delivered and yet you couldn't be bothered supporting it so I am rethinking the whole thing. I am not a fan of standing around looking at stationary bikes so for me just a huge waste of time.



This was Auto Italia in its entirety for bikes.

Autumn Leaf was a success for the club raising some significant funds. It was good to see the participation of club members to ensure the event had enough people to cover the catering tent.

I think all there except Rhys and Mel were veterans of the event. Thanks for your efforts guys.

Weather was good and the crowd was somewhat less noisy than usual so even managed a few hours sleep for a change although I did want to lob a grenade into the hall as the night progressed because the band seemed to get somewhat less talented as the night got later. Luckily not louder as well.

On the Rally topic we have the Apollo Rally coming up in late July. Sarge is the main man organising this so reach out to him and offer some assistance. There is plenty he can be assisted with prior to the event as well as during the rally. As its local you could pop out for a couple of hours and help registering rally goers or selling raffle tickets.

Thought I would go to Team Moto for the Ducati We Ride as One event. Was hoping to sell the club to some new members but the turnout was rather low. May have convinced a couple of people to come to a meeting to see what the club is all about.

Apparently the threat of rain scared a heap of people off. I was looking forward to a bit of rain riding and got all Rukka'd up but alas it remained dry the whole time. Had a leisurely ride of the Cotter loop and talked to some new people so wasn't all bad.



We rode as one

Just a reminder that submissions to the newsletter can be sent to editorcddc@gmail.com.au at any time throughout the month.

Caio

Rod

VP Dribble

Fellow riders, I am back to spout crap about things I know little to nothing about.

What's news then? I suppose there are a couple of things official and otherwise to share.

As you may have read from our "esteemed" president, we all made it back from Tassie (success being liberally interpreted here given the number of bikes towed). There are some awesome stories and photos to share from all those who came along.

For those who aren't on Facebook, I have written a blog series on the adventures (and misadventures) of the Tasmania long ride. I am working to make this into a more long form story with the help of other participants which we can then publish on the website or in print.

Hopefully stories like these help to encourage wider participation among members and maybe encourage more people to join us (or maybe not if the stories are too honest). We will see how it shapes up at the end of the process.

The last six weeks have been pretty cruisy in terms of rides and events. Probably a good thing seeing as Tassie is just over and NDR QLD is on the horizon.

Auto Italia was a bit of a wash thanks to rain and lots of people freaking out about their cars or bikes dissolving. Thankfully, some die hard (read 'the usual crowd of suspects') turned up to pitch in and represent the club in various pursuits. We even made a few bucks which is awesome.

We had a Ducs on the Pond just a couple of weeks ago which was better attended than almost any ride we will run all year. This leaves me wondering what we are doing right and/or wrong here given half the people turning up are not regulars at meetings or financial members. Perhaps a new role for the Committee Executive should be as highwaymen, liberating people of their hard earned, \$40 at a time.



While at Duc's on the pond, I took the opportunity to take a supersport for a test-ride. Fear not, I just wanted a feel for the handling and ergonomics of the super to compare to my Monster.

This test ride led me to diagnose a particularly unsettling hydraulic issue for Bill the younger who owned the supersport (even if certain members say you don't NEED brakes to ride fast or good). Needless to say Bill and his bike were invited around for a little effort to rectify the lack of brake capacity. This should be a timely reminder to everyone to make sure all of your bike works and is safe, especially as roads and tires get less sticky.



I am sure many of you took the opportunity to have a long weekend at the coast or something of the like with ANZAC day falling on Thursday this year. Suffice to say, my other half was convinced by a rather cunning ex-serviceman and a crafty little Greek to pitch in for Autumn leaf this year. suffice to say, this meant I was helping at the Rally.

Despite being voluntold, I did my duty and got on with driving to and from Tumut in Convoy with Taso and Leigh, met up with Michael, Angelika, Alan Cory, Rod and some old guy with a rat's tail that recently took up riding again. set up went easily with the mods made to the Marquee and an abundance of hands to make things happen.



We had a good weekend, sold all the food we brought with us and some of us even made new friends. Mel took the opportunity to get out and take photos around the site so you can see what you missed.

With all of this said, it's question time for you, the members: If you didn't get out to a club event in the last couple of months, what stopped you? Give it some thought and try to come out to more events and rides

Cheers,

Rhys

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.

Maggio (May) 2024

Sunday 5th	Trunkey Creek A ride out to Trunkey Creek and lunch at the Black Stump Hotel. This is a nice ride via Crookwell taking in some great roads. Returning the same way. Meet at the Little Sutton Bakehouse 9.30 for a 10am start.
Monday 13th	CDDC Monthly General Meeting 7:30pm @Harmonie Club Narrabundah. We are back to normal this month in the Keller Bar Meeting starts @ 7.30 – eats from 6:30 for those who want to grab a meal before the meeting.
Wednesday 15th	Mid week ride to Harden Ride to Harden Bakery for lunch. Meet at Coronation Park, Yass at 10 for a 10.30 start. Start point is in the middle of town where the Visitor Information Centre is located. This is quite a short run well suited to older or smaller bikes in the club, or someone possibly testing the operation of their bike. Ride to Harden via Binalong These rides are targeted at Club Registered bikes, however all are welcome.
Sunday 19th	Ducs on the Pond An opportunity to meet up for a coffee and chat and a ride if people are up for it. Meet for 10am near the Jetty Café – Queen Elizabeth Terrace – near Commonwealth Place, Lake Burley Griffin (down behind Questacon and the High Court).

Sunday 26th	<p>The Loaded Dog</p> <p>A ride around some back roads to end up at the Loaded Dog for lunch. Ride to Tarago via Collector road and back past Wakefield.</p> <p>Meet at the Gunna Doo Bakery, Bungendore, 10 for a 10.30 start.</p>
<p>Giugno (June) 2024</p>	
Sunday 2nd	<p>Bungendore Woodworks for Coffee</p> <p>Figuring by now we'll be getting into the colder weather and maybe people will just want a short ride for a coffee. Obviously if people feel motivated on the day there's no reason a ride can't be organised from here.</p> <p>Meet at the WoodWorks café, Bungendore for 10am.</p>
Tuesday 11th	<p>CDDC Monthly General Meeting</p> <p>7:30pm @Harmonie Club Narrabundah. This month we're in the Boardroom due to the long weekend. Note this is also a Tuesday Night meeting.</p> <p>Meeting starts @ 7.30 – eats from 6:30 for those who want to grab a meal before the meeting.</p>
Sunday 16th	<p>Ducs 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>
Saturday 22nd & Sunday 23rd	<p>Australian Motorcycle GP Centenary Celebrations in Goulburn</p> <p>There are various organised celebrations happening over the weekend. Watch this space for more details of any CDDC involvement.</p>
Sunday 30th	<p>Boorowa</p> <p>Ride out to Boorowa for lunch via some backroads.</p> <p>Details and meeting point yet to be finalised.</p>

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

Joint Club Weekday ride to Young.

Grant Fuller

The Canberra District Ducati Club (CDDC) have a weekday Club ride once a month aimed at owners of bikes on Historic registration, however it is open to all members and visitors.

As the organizer of these rides and a member of both the CDDC and the Cootamundra Antique Motor Club (CAMC), I felt it was a good idea to make them available to members of both Clubs. So, an invite was sent to the CAMC bike group.

The CDDC met at Coronation Park, Yass at 10.00 for a 10.30 departure, and we had organized to meet the CAMC members at Harden about 11.15, but due to several sections of roadworks, we were a bit behind schedule.

The weather on the day was perfect, being bright and sunny, with a maximum of 24 degrees. With very little traffic, the weekday rides are a great way to enjoy being on your bike.

After Harden we turned off to Wombat, and then onto Young, where we had planned to have lunch at the Services Club. The Services Club are very accommodating by allowing us to leave out jackets, helmets etc. at the front reception.

After lunch and a chat, the Canberra group headed to Mad Harry's in Young for a look. I believe a few purchases were made. Zeke ducked into Big W, as he reckoned he could get Matchless parts there.

Michael Fuller lead the Canberra riders back via a few roads suggested to them, I headed home via Old Gundagai Road, and the Cootamundra riders had a simple run back home.

Due to the positive feedback on the day, all upcoming CDDC weekday rides will be forwarded through to the CAMC bike group.

Members and machines attending:

- Michael Fuller 1993 Ducati M900 Monster CDDC
- Grant Fuller 1973 Ducati 750 Sport CDDC
- Pat Jones 1974 Ducati Mk3 250 CDDC
- Tony Wilkinson 1995 Ducati M900 Monster CDDC
- Bob Coleman 1999 Ducati M750 Monster CDDC
- Leigh Campbell 1976 Ducati 750 Supersport CDDC
- Mark Loiterman 1963 Matchless G12 650 CAMC
- Lyell Jenkins 2005 Honda Deauville CAMC
- Stephen Flaws 2016 Moto Guzzi Californian CAMC
- Mack Prior 1981 Suzuki GS650 CAMC
- Trevor O'Toole Car CAMC
- Dane Craig 2021 Ducati V4S Visitor





Autumn Leaf Rally

Rhys Ban

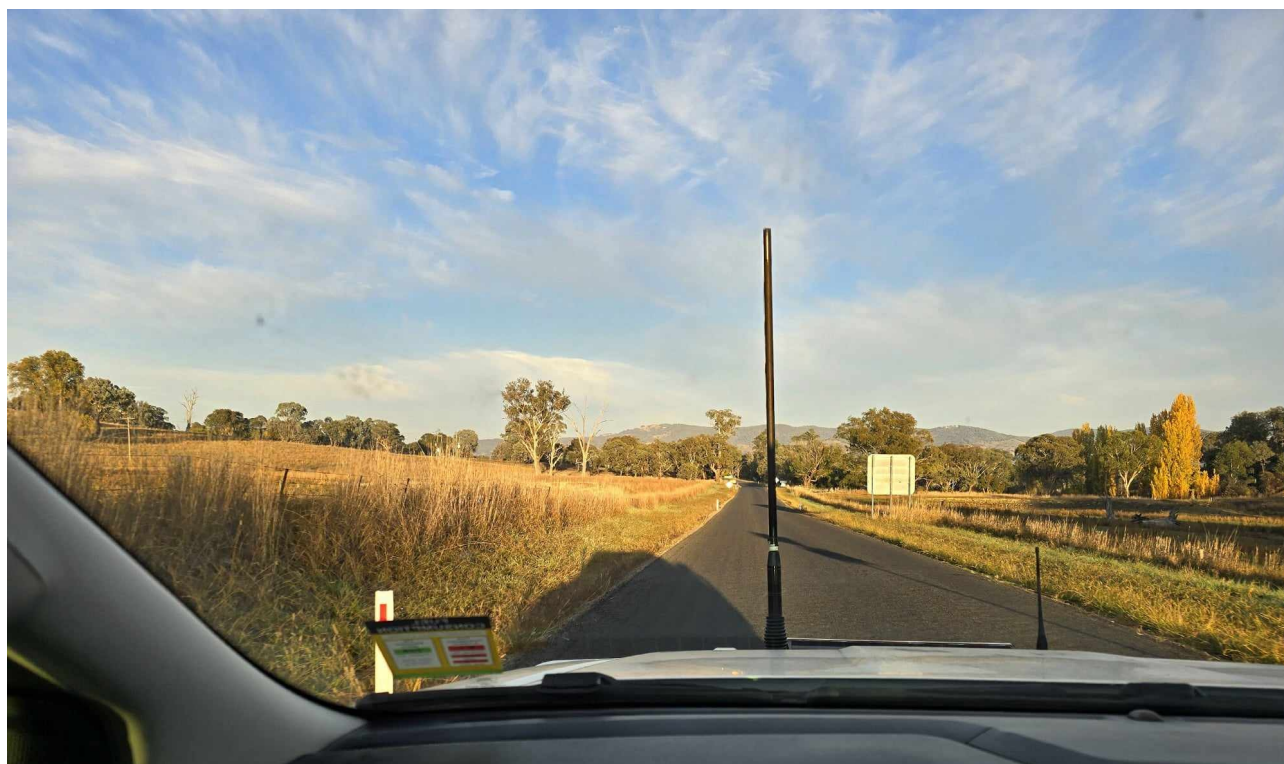
What do you do when your other half (to whom you've just become engaged mind) says "we should help at Autumn leaf, the club really needs the support." Clearly, the only thing to say is "yes, dear!"

So, after a brief liaison with the most organised members of the club and the rally-mad ex president, it was decided Mel and I would allow the current pres to keep in touch with his love of riding (thereby breaking tradition yet again) by transporting "stuff", helping with set up and pack up, and whatever else was required.

For those who don't know Mel, she's not alot like me in certain ways (like being a morning person. So when the implication of her commitment caught up to her at 6 am on a Saturday, there was a bit of complaining about the person who promised we'd help out.

Needless to say, we got ourselves sorted and even piled into a borrowed ute, bound for a rendezvous with other helpers. Tas, being Tas had already done almost everything (Rod having done the rest) to get us moving and Leigh was present to help with the loading.

Packed and prepped, we hit the road bound for Tumorrana. About 5 km in, my phone rang: something had been left behind (ducati organisation skills at work), so Taso got a few more kms in while the rest of us pushed on for the most exciting road in NSW.



The drive was pretty unremarkable so I'll save you sharing that excitement. Despite the soul-crushing presence of the Hume highway, I got a second call from Taso just as we got to our eit. It turns out Taso goes pretty quick in a van too and was only a few minutes behind despite setbacks!

We got into Tumorrana a little after 11 where we were met by Alan Cory, Michael and Angelika, then we cracked into set up, getting the Gazebo, barbies, cooler and tables placed and food going. While things started off slow, we soon started getting enough customers to justify the number of bodies on site.



Towards the end of the lunch rush, we realised we did not have enough bebies to cover dinner. So Mel and I set off down to Tumut where we would get to encounter the festival traffic.



Drinks sorted, we get back in time to set up for dinner service which really just consisted of turning on the pot full of Thai beef red curry (a name which would prove to be a hassle once we got to serving it).



Dinner service started around 4.30 and next thing the sun had set and we'd finished the curry and were running low on the rest. It didn't take long (not even 7 pm) and we were selling breakfast to those who got hungry too late!



As things got desperate, one man came along and bought the last two hotdogs, depriving two poor children of an evening meal. Never fear though, our president saw to it this man was put at the end of the breakky queue so the kids could have a fair go for at least one meal



Food service done, we sat about, looking at a big fire and meeting new people and catching up with old friends. Taso let me know he'd be wanting a few dozen bread rolls for breakky, so Mel and I headed off at 8 towards Tumut for a second time before turning in for the night.



After some quality kip, Mel and I got ready to join the kitchen but were diverted back to the Woolworths in Tumut for more napkins. This held up breakky a little as we still had bread rolls with us so people had to be told there was food again upon our arrival.



Breakky gone, we got stuck into pack-up and get everyone back on the road about 10 am for the drive home. The only things left were some drinks and a handful of lamingrons (which disappeared very quickly).



Not too shabby of a weekend and hopefully a boon to the club!

2024 MotoGP Tipping

Jeff Piper

Latest round results



Current standings have Taso leading Ross and Terry. All three picked Vinales to win COTA along with Ian and Phil.

Good luck this month

Let me know or just send your tips to this email or my mobile at 0415975960 one hour before the race starts.

Next race: France, May 12 & Catalan, May 26

	Phil	Johnno	Taso	Ian	Ross	Mark	Bill	Sarge	Alan	Glen	Terry	Mick	Mike
RD One QATAR	2	7	8	2	5	4	2	2	2	2	5	1	-
RD Two Portugal	1	1	0	0	1	1	1	1	1	1	1	0	-
RD Three COTA	4	0	4	5	4	1	2	1	0	0	4	1	1
Total	7	8	12	7	10	6	5	4	3	3	10	2	1

Contact cddcmotogptipping@gmail.com or msg on M 0415975960

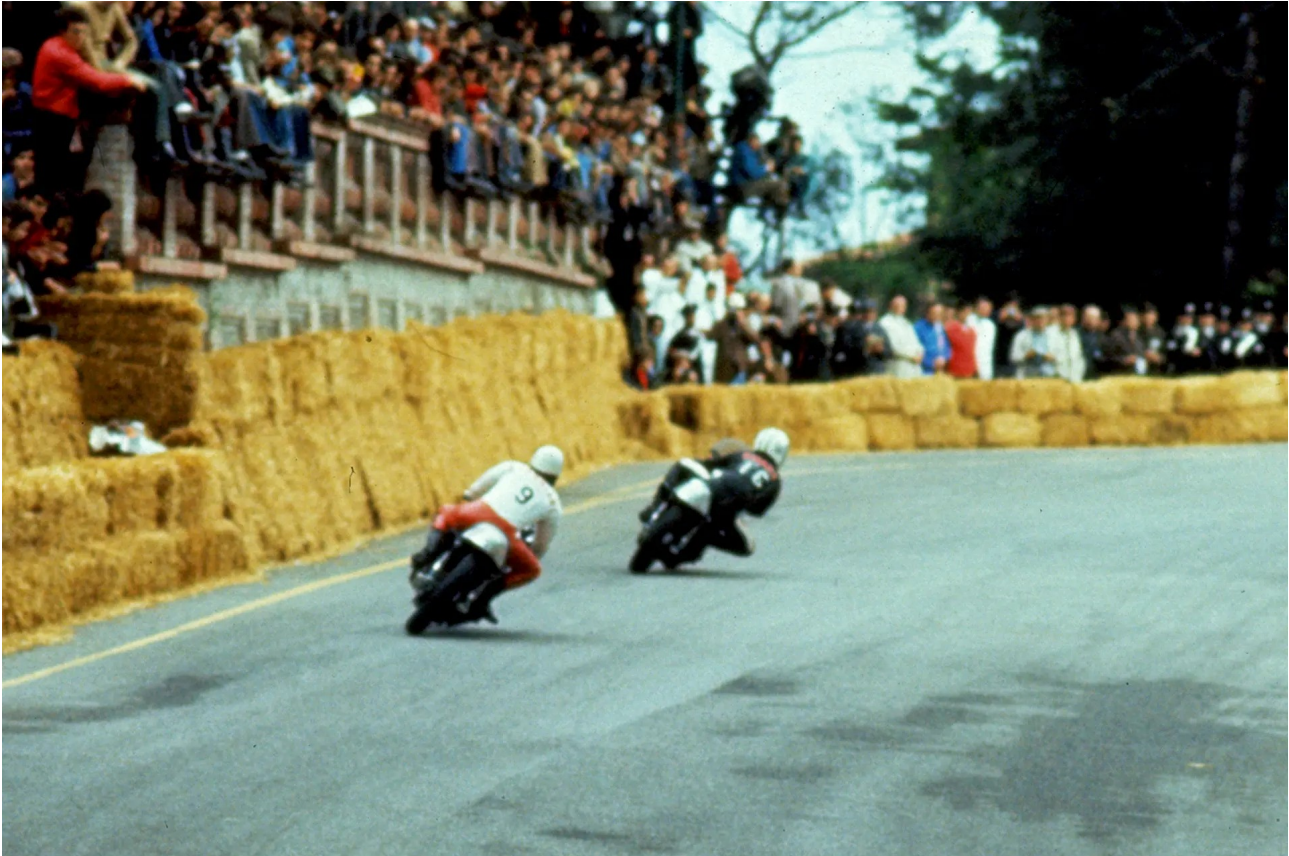
Altre Notizie – Other news

The world's first million dollar motorcycle?

By [Mike Hanlon](#) via Leigh Campbell

Edited for brevity. Full article here:

<https://newatlas.com/motorcycles/world-first-million-dollar-motorcycle/>



The 1972 Imola 200 Race was Europe's answer to Daytona. It was a new 750cc category in Europe and everyone expected Giacomo Agostini to win on a 750 that was far more 500cc Grand Prix bike than 750 road bike. He led early in the race before the Ducatis of Paul Smart and Bruno Spaggiari got past and began a personal battle for the ages. Smart won the race. Ducati won the war! The bike currently going to auction was Smart's reserve bike.

Ducati

We've always said that if one of these came up at the right time, it would become the world's first million dollar motorcycle. Well, it's gonna happen next month and ... this will be worth watching.

There has never been a motorcycle sold for more than a million at auction.

Several have gone close, with the Gold-plated speedway bike of Ivan Mauger selling for US\$1.7 million in 2016 putting forward the best case, but that price included a few other bikes and a museum-load of trophies and memorabilia.

...

So the barrier we have expected to be smashed a long time ago has still not been broken. Stamps, baseball cards, comics and countless other cultural relics regularly sell for multiples of millions, and the record for a car is now \$150 million, but never has a motorcycle sold for more than a million dollars at auction.

...

The latest contender with an excellent chance of breaking motorcycling's four-minute-mile is a bike that won't need much introduction to baby boomer motorcycle enthusiasts – it's one of the original eight debutante bikes that Ducati took to the 1972 Imola 200 mile race. Unlike the big L-twin it was based on, the Imola bikes ran desmodromic valve gear, which enabled it to run at higher rpm and hence make more power.



[Gooding & Company](#)

Ducati blitzed the field in that race, with Paul Smart and Bruno Spaggiari finishing 1-2 and recording the first of many wins for the signature 90-degree Ducati V-twin. That basic engine configuration kept Ducati at the forefront of superbike racing for half a century, and was only recently superseded when the V4 arrived.

History has shown that this win set Ducati on a course for world domination.

Ducati now dominates global motorcycle road racing very convincingly, having won the premier MotoGP class AND the World Superbike (modified production) class – the two most important global championship series – in 2022 and 2023, and currently leads both classes for 2024.

The entire story of the bike to be auctioned is told [in this 2019 Cycle World article](#), where it is clearly identified as Paul Smart's second bike on that fateful day when Ducati hit the world stage.

It is identical to Smart's winning bike, and it was there to ensure that if things didn't stay sunny-side up in practice, that there would be an immediate replacement available.

The bike is one of the seven purpose-built Imola racers known to survive, and it has been inspected and validated by the world's foremost motorcycle historian, [Ian Falloon](#). Ian actually did "write the book" on most Ducati models, and a Falloon Report on a bike at auction ensures the provenance is sound. In a world where skepticism is part of established scientific methodology, buying a storied object without validating the story is imprudent in the extreme.

Ian Falloon's article on [the famous race](#) is the most informative I've seen. There's an eight minute clip of Ian talking about the 750 SS on [Ducati750ss.com](#) - the Ducati 750 Super Sport is a limited edition (401 units) replica of the Imola bikes and now sells for \$200K+.

The Gooding & Company auction description also makes a statement that we support: "the chance to purchase one of these famed 750 Imola Desmos may never appear again." Maybe there will be another opportunity a decade or two from now, but don't count on it.

The last time one of the original eight Ducati Imola race bikes sold at auction (Sotheby's in September 2001), it set a world record price of \$121,250 for a motorcycle at auction and the sale prompted *Cycle World* Editor Phil Schilling to write an article entitled simply [\\$100,000 Ducati](#).

\$100,000 was a ridiculous amount of money for a motorcycle at the time, but with 23 years of hindsight, we can now say that 19 of the original batch of 1973/1974 Ducati 750SS road bikes have now sold in excess of that figure.

Those bikes were roadgoing replicas of **this bike**.

Top 25 prices for Ducati 750 SS

	Price inc BP USD \$	Sale Native Currency	Model	Date	Auction House
1	\$ 247,500		1975 Ducati 750 SS	Jan-19	Mecum
2	\$ 201,600		1974 Ducati 750SS	Mar-23	Gooding & Co
3	\$ 198,000		1974 Ducati 750 SS	Jan-20	Mecum
4	\$ 197,288	£ 172,500	1974 Ducati 750 SS	Oct-22	Bonhams
5	\$ 189,000		1974 Ducati 750 SS	Mar-23	Christie's
6	\$ 176,000		1974 Ducati 750 SS	Aug-16	Gooding & Co
7	\$ 174,000		1974 Ducati 750 SS	Aug-20	RM-Sotheby's
8	\$ 174,000		1974 Ducati 750 SS	Aug-20	BaT
9	\$ 156,550	£ 115,000	1974 Ducati 750 SS	Oct-21	Bonhams
10	\$ 152,996	€ 114,371	1974 Ducati 750 SS	Feb-13	Artcurial
11	\$ 149,506	£ 106,780	1974 Ducati 750 SS	Apr-18	Bonhams
12	\$ 137,000		1974 Ducati 750 SS	Oct-18	Bonhams
13	\$ 137,000		1973 Ducati 750 SS	Jan-14	Bonhams
14	\$ 134,250		1973 Ducati 750 SS	Jan-14	Bonhams
15	\$ 132,000		1974 Ducati 750 SS	Jan-20	Mecum
16	\$ 121,250		1972 Ducati 750 SS Imola	Sep-01	Sotheby's
17	\$ 117,600		1974 Ducati 750 SS	Mar-20	Gooding & Co
18	\$ 117,500		1973 Ducati 750 SS	Jan-14	Bonhams
19	\$ 117,000		1975 Ducati 750 SS	May-08	Bonhams
20	\$ 108,000		1974 Ducati 750 SS	Jan-13	Mecum
21	\$ 90,773	€ 70,200	1972 Ducati 750 SS Imola Replica	May-12	RM-Sotheby's
22	\$ 90,200		1974 Ducati 750 SS	Jan-19	Mecum
23	\$ 81,900		1974 Ducati 750 SS	Oct-08	Bonhams
24	\$ 81,498	£ 41,100	1974 Ducati 750 SS	Apr-08	Bonhams
25	\$ 71,500		1975 Ducati 750 SS	Jun-18	Mecum

All prices are converted to USD at prevailing exchange rates on the day of sale or the next available trading day. Research NewAtlas.com

Quite clearly, Ducati's stocks have risen since Spaggiari's bike sold for \$121,250 - all of the other bikes on this list are replicas of the Smart and Spaggiari bikes. Curiously, nine of Ducati's 15 World Superbike Championships were won prior to the 2001 auction, indicating that it isn't the heritage that has changed, but the rising tide of auction prices over the last two decades.

Those fabled green-frame replicas now sell in excess of \$200,000 at auction, with the record for A REPLICA being \$247,500 and motorcycle broker Paul Jayson [reporting that one changed hands for \\$500,000 privately](#).

Gooding & Company has an estimate of \$650,000 to \$750,000 on the NOT-A-REPLICA, which is perhaps a trifle conservative.

It all depends on who wants it, and how serious they are. If there's more than one serious buyer, you never know what might happen.

[Here's the auction page.](#)

Go big ... or go home!

Gooding & Company Geared Online Motorcycle Auction Online Catalogue

Available: Monday, April 29

Auction Begins: 8 May 2024

Lots Begin Closing: 17 May 2024

Bidder Registration: www.goodingco.com/register

Wheels of Wamboin—Saturday 20 April

Article from Mike Norman, editor of 'The Colonial' the official journal of the Canberra Antique and Classic Motor Club.

Despite this not being an official Club event, at least 6 club members participated with their cars. Wheels of Wamboin is an annual event which supports the local Wamboin bushfire brigade through gold coin donations at the gate.

The weather provided a perfect backdrop for the turnout which saw over 400 cars attend from across the local region. These were accommodated easily on the Wamboin oval. Participants covered a wide range of makes and models including an impressive turnout from the trucking community. Shannons was also there with their large support truck.

The event was well represented with plenty of people stopping for a chat or to reminisce that their father or grandfather owned a car like the Zephyr.

Michelle and I attended in our 1960 Ford Zephyr with Michelle taking the reins and driving out to the event in the morning. She was very pleased with herself overtaking an Audi up a hill heading out of Canberra (the driver it should be noted, seemed to be half asleep or their coffee had not yet kicked in). Very impressively the old Zeph managed to get up to over 100km/h on the highway – not bad for a 64-year-old car. We arrived early but as the Club members didn't arrive together, we were unable to group the cars in a block and were scattered across the oval. Perhaps next year we can fix that!

I will certainly be heading back again next year,





Club Cars (apologies if I missed other Club members at the event)



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

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/>



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

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	Rodney Hood	0402 833 620	<u>presidentcddc@gmail.com</u>
Basamento Vice President	Rhys Ban	0402 229 357	<u>vicepresidentcddc@gmail.com</u>
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Mettere in Mot Ride Co-ord	Craig Evans	0418 118 165	<u>ridescddc@gmail.com</u>
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Merce/insegne reali Merchandise/Regalia	VACANT		<u>regaliacddc@gmail.com</u>
Bevel Padrone ACT & NSW Historic Motorcycles Registrar	Grant Fuller	0422 677 155	<u>historiccddc@gmail.com</u>
Fuel injection mapping Web maestro	VACANT Interim: Michael Fuller	0408 223 069	<u>webmastercddc@gmail.com</u>
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Quartermaster/ Property Officer/ Social Secretary			

Postal address: CDDC PO Box 1282 Canberra City ACT 2601