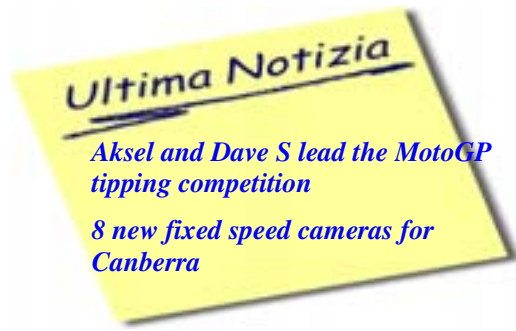


Monthly Newsletter

- Giugno 2007 -



Italian bikes in the ACT



Il Presidente



Yasou! (G'day),

Brrr, the cold weather has really arrived and woosers like me are finding it hard to jump on the bike but our new Social Event coordinator, Mark (what a title) has organized a few non riding events. The first is this Friday night where he has arranged a Ten Pin Bowling challenge. Mrs Jessop wants to make it Red Bikes against Yellow because Yellow bikes won the bowling challenge a few years ago. What he hasn't considered is that lots of Yellow bike riders of those years (and the better bowlers) have seen the light and have sold their yellow bikes. As usual he lives in the past.

During my term as President of C.D.D.C. I have tried to introduce some new aspects to the club from cultural activities such as poetry and Greek Mythology to the good old fashion Aussie sledge but I now find that some of our members are involved in controversial medical science. My reason for this assumption relates to Michael Fuller joining our committee approximately 8-9 months ago. Here was our chance to introduce some young ideas to our committee and he appeared to be a very polite young man with respect for his elders. A few months ago I noticed a change in his behaviour as he constantly criticised 4 valvers, red bikes and especially 749R's. At the time I thought just a chip off the old block as these were the sentiments of his dad, "wanna be wog" Grant. Recently, however, the barbs are becoming sharper and deeper and more constant and if I closed my eyes and listened to him I would swear it was "wanna be

wog" talking. It was during one of these reflections that it came to me - "Human cloning". Michael is not Wanna be's son but his clone! In that back shed in Hackett he is cloning a band of Bevel loving 4 valve haters with intentions to take over the club and ban 4 valvers! Hollywood has "Meet the Fockers" Hackett has "Meet the Cloners". Fellow members do not vote for those Cloners from Hackett if they try and take over the Club. You have been warned! Remember Monday night's meeting at Gecko's.

See ya,

Tas

Eventi #Uno - what's on

Here is the latest calendar of CDDC events. See list after the tables for other events. For further information, please contact **Mark Wallis** (contact details at end of Newsletter).

CDDC events in June 2007	
Fri 15th	Ten Pin Bowling nite. Details to be in June newsletter. It will be on with the Red bike p.....s V the Yellow bike Champions.
Mon 18th	CDDC Monthly Meeting - 6:30pm @ Canberra Ducati. Come along to meet our Ducati dealer and staff. Refreshments/nibbles will be provided along with the warm fire. Yes it isn't the usual 2nd Mon of the month as in June it is a public holiday.
Sun 24th	Ride to Yass pub for lunch. Ride via Gundaroo, Gunning, Dalton. Meet Green Sq Kingston 10:00 for a 10:30 dept.
Mon 25th	CDDC Committee meeting @ 7:00 at the Italo-Australia Club Forrest.

CDDC events in July 2007	
Sat 5th	CDDC members doing a ride day at Wakefield Park. - this is with Circuit Breakers. Cost is \$140 for the day.
Mon 14th	CDDC Monthly Meeting - 8 pm @ the Italo-Australia Club in Forrest. Pre-meeting dinner @ 6:30 for those interested

PO BOX 1282 CANBERRA CITY ACT 2601

www.cddc.org.au

CDDC events in July 2007	
Sun 27th	Captains Flat ride for lunch OR Bateman's Bay ride for lunch. Decision for ride participants on the day. Meet Green Sq Kingston 9:00 for a 9:30 dept.
Mon 29th	CDDC Committee meeting @ 7:00 at the Italo-Australia Club Forrest.

If you are interested in a ride on a Sunday but there is no CDDC event planned, be at Green Square at 09:30 for a 10:00 departure.

-- // Upcoming CDDC events to look out for // --

- July 8 - Mt Stromlo via Cotter
- July 22 - Bungendore Ride
- August 19 - Gluhwein Rally at Cotter (Veteran, Vintage and Classic Motorcycle Club)
- October 27/28 - Annual Khancoban ride
- November 10 - Snowy Ride
- November 11 - CDDC Economy Run (to be confirmed)
- November 12 - 14 - Turismo Snowy Mountains



!!!!!! Other Upcoming Non-CDDC Events From Other Sources To Look Out For And Hot Bits & Pieces !!!!!

DOC NSW has a few bits coming up to join in

Please to note DOCNSW's new website at <http://www.docnsw.org.au/>. They have some NDR pics up on their new website.

Motori d'Italiani, Italian Motor Expo 2007, Darling Harbour. June 10th-11th (Sunday, Monday)

This is the first commercial "all Italian" Motor Show and all the Italian car clubs and motorcycle clubs will be there. The Ducati Owners Club of NSW wants to put on a big show and will have their club tent and regalia on sale. For more information contact Steve Chew on 0433507780 or John Wilson 0415948946.

- More info for these on www.docnsw.org.au

🏍️ ## SOPHIE'S RIDE FOR DIFFERENCE ##

- SUN 17TH JUNE 2007 -

Hi Everyone,

It's on again. Last year we called it Ride 4 Sophie, this year and I hope future years it will be called Sophie's Ride For Difference. The aim is to raise as much money for the Day of Difference foundation (<http://www.dayofdifference.org.au/>) as possible. This

event is the culminating event after a month of fund raising.

This year will have a twist, we are tying it in with the Gundaroo Markets and offering Clubs the opportunity to set up a stall and displays out at the venue. Dave Ault our Vice President is also a member of the Trials Club and he is organising a few riders to do some trials work. So not only come on the ride, all you clubs out there think about a display or stall to attract more members and a bit of cross pollination. The venue is fully catered and the Gundaroo pub is considering a liquor license if I can get the numbers.

When: 17th June 2007

Time: 09:30 for a 10:00 Departure

Form Up: Car Park on Northern side of Commonwealth Ave Bridge (near Futsol arena)

Destination: Gundaroo Markets (Cricket Oval is all ours)

Route: Northbourne Ave, Federal Highway, Left Up Sutton Road and on to Gundaroo.

Cost: Gold coin to get into the venue (proceeds to Day of Difference), Raffles, food, Drinks ;-) and wares you buy at the markets

Questions: Call Pete on 0419866126 or drop me a line. Ride Hard Ride Safe and I'll see ya there,

Pete Major Pres ACT MRA



🏍️ !! THE CDDC MOTOGP TIPPING COMPETITION - PROGRESS RESULTS !!

We are about 1/3rd of the way into the '07 MotoGP season and the cream is starting to rise to the top and the detritus settle at the bottom. Aksel Martinsen and Dave Shipley with a BIG 30 points are the joint leaders but snapping at their heels is Pres Taso Samios and Grant Downing on 29 points. The Doc (V/Pres Paul Rutherford) is a little lonely last on 9 points, but he assures me he is girding his loins and is ready for a mid-season surge, so look out. What is a mystery is that well renowned sage of all things bikes (including MotoGP), politics, art, society, copying; Michael Phillips is 4th last on 23 points - very strange?? Even that red St4 rider Rick Costan is giving him a belting!!! Go figure?? As far as the real contest is concerned, the RED boys seems to be settling on the bottom with Doc (9), Greg Prosser (17) and Peter Wilkinson (20) making up a trifecta of sludge. This contrasts with the wonderful YELLOW boys/girls with Aksel (30), Dave Shipley (30) and Wendy Williams (26) looking kool and comfortable at

the top – c'est ordinaire. As said, the cream rises to the top.

So far the competition has been made somewhat easy by the 2 standout regular podium finishers being Stoner and Rossi, so even if you picked just them you could have done quite well. Where the skill will show in the rest of the season is to see who can tip the rising talents amongst the other runners, which will be difficult given this is the 1st season of 800cc bikes and the 32 tyres to be picked on Thursday rule. So the scores after Round 7 are:

Rick Costan	25
Grant Downing	29
Craig Evans	27
Michael Fuller	26
Phil Goldacre	20
Aksel Martinsen	30
Michael Phillips	23
Greg Prosser	17
Jeff Riddle	27
Paul Rutherford	9
Taso Samios	29
Dave Shipley	30
Mark Wallis	25
Peter Wilkinson	20
Wendy Williams	26
Peter Yeend	25

MotoGP Tipping Competition Details

Ross Burke from the CDDC is convening the CDDC MotoGP tipping competition this year. Cost is \$20 paid before 1st race which will be held by the club until the end of the year result is achieved. Money will be collected at next 2 Club Meetings.

Three bikes, in no particular order, are to be selected by each punter for each GP race and emailed to Ross by twelve pm (midnight, Canberra time) the night before the race.

- 1st place will attract 3 points
- 2nd place will attract 2 points
- 3rd place will attract 1 point
- 4th and below (including withdrawal or retirement) attract 0 points
- Late emails attract 0 points

The punter with the most points at the end of the year will receive 50% of the pot, the second most points will receive 25% and the contestant with third most points will receive 15% of the pot. If there is a draw for first by two punters then first and second prizes will be added together and divided equally between the drawing punters, likewise if there is a draw for second.

Withdrawal or retirement of a bike prior to race time will be the responsibility of the punter and a replacement bike will be permitted up to twelve midnight prior to race day, after which time a withdrawal or retirement will attract 0 points. Ross's decision will be final with no

correspondence being entered into. (*Ed: that's nothing different*). The competition will be open to members who are financial at the time of depositing their \$20. To get in contact with Ross Burke to enter, e-mail: ross.burke@tpg.com.au

NEW FIXED CAMERA LOCATIONS IN CANBERRA

- Federal highway, southbound, approaching Antill St roundabout.
- Federal Highway, northbound, approaching Antill St roundabout.
- Tuggeranong Parkway, both directions, near Cotter Road overpass.
- Tuggeranong Parkway, both directions, near Hindmarsh Drive overpass.
- Barton Highway, both directions, between Curran Drive and Gold Creek Road.
- Barton Highway, both directions, between Gungahlin Drive and Ellenborough Street.
- Monaro Highway, both directions, near Hindmarsh Drive overpass.
- Monaro Highway, northbound, between Lanyon Drive and Sheppard Street.
- Monaro Highway, southbound, between Mugga Lane and Isabella Drive.

<< DUCATI ANNOUNCES NEW CEO >>

Ducati's board of directors has announced the company's new Chief Executive Officer is to be Gabriele Del Torchio. Mr Del Torchio will be charged with managing Ducati's general business and affairs, and also has an executive position on the board of directors. He said yesterday: "I am delighted and honoured to take on this new important professional challenge today. Ducati is a national champion appreciated all over the world and joining a team that has achieved such great success is a stimulus to do well." Giampiero Paoli has also been announced as the company's new chairman, who will coordinate the board of directors in a non-executive position.

The former CEO Federico Minoli announced his resignation on a video on the official Ducati weblog site on Monday May 14, and finished with the company yesterday (May 21). In his last blog entry, Mr Minoli also announced that he is to auction the collection of memorabilia from his office, including the tail unit from the Desmosedici GP7 Casey Stoner rode to victory in the first MotoGP race of 2007.

The newly appointed CEO has emphasized: "I am pleased and honoured today to assume this new and

important professional challenge: Ducati is a national success appreciated around the world, so becoming part of a team that has already achieved such grand successes can only be an incentive to do one's best. The primary objective of Ducati, today and for the future, is to continue to always offer customers the best quality, reliability, and innovative technology. The newly appointed CEO has emphasized.

The Corse division, an area of excellence for Ducati, will continue to provide a steady foundation for the company. Using the "know-how" perfected on the track means giving our core product the extra that gives us, and will continue to do so in the future, a significant advantage over our competitors. Ducati can continue to grow and improve in terms of efficiency, proceeds and profits. The results of the turnaround that the management obtained in the last year represent a premise to offer shareholders further satisfaction."

Del Torchio was, among others, the CEO of Gruppo Ferretti, Carraro Group S.p.A. and Cifa S.p.A., as well as President and CEO of APS S.p.A., Fai Komatsu S.p.A. and Ford New Holland S.p.A.



Gianluca Mengoli – CEO of R & D at Ducati

🏍️ **\$\$\$\$\$ MOTORCYCLE SALES
CONTINUE TO ACCELERATE \$\$\$\$\$**

Official retail sales figures released by the Federal Chamber of Automotive Industries (FCAI) show that 38,331 motorcycles, scooters and ATVs (all-terrain vehicles) were sold for the first four months to April 30 - an increase of 6,251 or 20.5% over the same period in 2006. Most of the growth was in the road bike market, which leapt 3,753 to sales of 14,001, or up 36.6% compared with last year. "These results are a continuation of the growth of the last few years and reflect an increasing trend towards the fuel-efficiency and convenience of motorcycles and scooters,"

With a 27.2% increase in sales Yamaha managed to wrestle the number one spot from Honda. Yamaha has been credited with 9,105 sales to Honda's 8,910 despite Big Red also enjoying a significant 25.6% sales growth. Suzuki strengthened their number three position with 4,518 sales, a 20.5% improvement over the same period

last year. Kawasaki experienced a more modest 11.1% growth with 3,174 sales.

The best of the rest is Harley-Davidson with the American legend continuing to experience unbelievable growth. So far this year Harley have sold 500 more machines than they had at the same point last year which amounts to an overall growth figure of 30.4%. Cruisers are the darling of the latest sales figures with a fantastic 31.1% of total road bike sales.

The only major player in the market to experience a sales decline was dirtbike specialist KTM. The Austrian brand has experienced massive growth in recent years but that trend has proved unsustainable and KTM achieved only 90% of the sales they enjoyed over the corresponding period in 2006. An influx of quality new enduro machines from Honda and Yamaha undercutting KTM in the market perhaps the cause of that slight decline. No KTM model managed to break into the overall dirtbike top ten which was headed by Yamaha's WR450F and YZ250F machines. KTM still managed to retain its number six ranking by brand and still enjoys a healthy buffer over Triumph whose number seven ranking on the charts is under attack from big improver Hyosung.

BMW has enjoyed a stellar start to 2007 with a 52% improvement thus far but was still edged out of the top ten by scooter specialist Bolwell and ATV manufacturer Polaris. While the roadbike sector enjoyed the most growth with the Cruiser and Sportsbike segments especially busy, the Nakedbike sales leaders went backwards. The top selling Naked is Suzuki's GSX1400 ahead of Honda's 900 Hornet, Triumph's Speed Triple and Suzuki's GS500N. All four models sold in lesser numbers than over the same period last year.

Scooters continue to grow steadily, albeit at half the rate the sector enjoyed last year. The share of the overall scooter market has changed markedly however with the big Japanese brands stealing a lot of market share from the smaller specialist scooter importers. Bolwell still holds sway at the top but Yamaha is the star performer and is closing in with a storming move into second place. VMoto and Vespa both lost a significant amount of market share. Honda is currently fifth in the scooter sales race but if current trends continue will easily move past Vespa and VMoto to slot into third place behind Yamaha during the next sales period.

🐷 **??? HOGS MIGHT FLY ???**

**~ DUCATI WOULD CONSIDER HARLEY-DAVIDSON
MERGER 'ANYTIME,' CEO SAYS ~**

Ducati Motor Holding, the listed Italian motorcycle manufacturer, would consider a merger with US-based Harley-Davidson "anytime", said Enrico D'Onofrio, CEO. A merger with Harley-Davidson would be "totally complementary", he said, responding to speculation in the market that the two firms had been in talks. And while he declined to comment on the speculation, he did say that the two companies are similar in that they create

recreational bikes that consumers fantasize about. "People want to buy a dream." Harley-Davidson has an older consumer profile, with an average age of 55, while Ducati owners are about 35, on average. Half of all Ducati owners in the US also own a Harley, D'Onofrio added.

A potential combination with the US company could also help Ducati with procurement, as Harley is a larger company that is able to get better quality products at lower prices. A marriage would also increase distribution opportunities for Ducati, which is a relatively small manufacturer. "In the US, we do not have critical mass," D'Onofrio said. "In this market, you must." D'Onofrio said Harley could also stand to benefit, as it could be interested in expanding internationally. "The US market is flattening," D'Onofrio said. Asked if Harley-Davidson has ever visited Ducati's factory in Bologna, the executive said: "Yes, we are good friends." He said Harley visited as recently as two months ago.

Still, D'Onofrio acknowledged that some at the top of the company believe a combination with another company could dilute the Ducati brand, which dates back to the 1920s. But D'Onofrio said it is his opinion that the company could maintain its strong brand identity, even in the case of a strategic buyout. Ducati faced difficult times in 2005 and 2006, but now has a new shareholder and is focused on reducing fixed costs and increasing margins. The company has decided to limit the number of its entry bikes, and focus on its higher-end and higher-margin motorcycles, D'Onofrio said.

Texas Pacific Group sold its 30% minus one share stake in Ducati in March 2006, after holding it from 1996, to Investindustrial, an Italian private equity firm. The company has also changed its R&D structure, focusing more on racing, and has brought in a former Toyota executive to oversee quality, D'Onofrio said. The executive estimates that Ducati will be ready to consider a "marriage" in about one-to-three years, or once it meets its goals promised to shareholders. D'Onofrio said Ducati aims to reach EBITDA of greater than 14% and to sell 50,000 bikes per year by the end of 2008. The company is currently at about 15% EBITDA, and sold 32,000 bikes in 2006.

Also as a result of its restructuring, Ducati has reduced its debt to about 30%, and could therefore also consider acquisitions, D'Onofrio said. Ducati once considered a purchase of Moto Guzzi, which has since been acquired by Piaggio. Husqvarna could also be a potential fit, but is likely to be acquired by BMW, and is therefore not really on the market, D'Onofrio said. He also downplayed the likelihood of another private equity buyout, explaining that after the involvement of TPG and Investindustrial, Ducati now needs to focus on its strategic outlook. "I truly think we need to find an industrial alliance," he said. "It's clear the market is consolidating. The Japanese own more than 80% of the market," D'Onofrio noted. He cited speculation regarding a Piaggio and Harley-Davidson tie-up, as well

as a Piaggio and Ducati combination, which he said could both be logical scenarios. But for Ducati, D'Onofrio said: "If you ask me, the best scenario is Harley."

Ducati has longstanding relationships with both Unicredit and Mediobanca, but D'Onofrio said Mediobanca knows the company best. Ducati is not seeking advisors in the US, but has worked with Merrill Lynch and Morgan Stanley in the past for private placements. The US and Italy each generate about 25% of Ducati sales, while Germany, UK, France, Japan and the rest of the world bring in 10% each, D'Onofrio said. Investindustrial, BS Investimenti and HOPP together own about 30% of Ducati. Ducati trades at approximately 10x EBITDA and has a market capitalization of EUR 476m (USD 640m).

Heather West in New York

🔴 \$\$\$\$ BUT GOVERNMENTS DO LIKE THE REVENUE \$\$\$\$

Higher fines fail to deter re-offending drivers: report a NSW Bureau of Crime Statistics report has found. Age, gender and cultural background are more likely to determine an individual's likelihood of being caught again for speeding, drink-driving or driving while disqualified, the report says. The report - titled The Deterrent Effect of Higher Fines on Recidivism: Driving Offences - tracked 70,000 people in NSW who received a court-imposed fine for driving offences between 1998 and 2000. "The present analysis ... failed to find any evidence for a significant relationship between fine amount and the likelihood that an offender will return to court for a new driving offence," the report concludes.



The average fine imposed by NSW local courts has increased by double the inflation rate, rising from \$358 in 1993 to \$608 in 2005, it says. The study finds no relationship between the fines a person incurs and their chance of re-offending. The only exceptions are speeding offences, where longer periods of licence disqualification actually increase the likelihood of people re-offending. People with no prior driving offences are the least likely to re-offend, the report says. Males and indigenous people are more likely to reappear in court for a driving offence than others, the study also finds. "There was also evidence to suggest that those

residing in more advantaged areas and regional areas had a lower likelihood of reappearing for a new driving offence," the report says.

The study contradicts previous reports that suggest losing a licence for drink driving is an effective deterrent. Longer disqualifications have little or no effect on preventing those drivers from getting caught again, the latest report says. "Despite the frequency with which fines are imposed and the increase in their magnitude, we know very little about the effectiveness of financial penalties in reducing recidivism rates of convicted offenders," it says. Bureau director Don Weatherburn said drivers were less likely to re-offend if they thought they were likely to be caught. "The best way to reduce the risk of recidivism amongst driving offenders is to increase the perceived likelihood of apprehension," Dr Weatherburn said.

NSW Roads Minister Eric Roozendaal said the report failed to consider that 75% of the state's drivers obeyed the road rules and had no demerit points. "I think it's important we look at the big picture and that is that it's a combination of fines, demerit points, potential loss of licence and ultimately, even a jail sentence," Mr Roozendaal told reporters in Sydney. He said higher fines were not about raising government revenue but about ensuring road safety. He also said he did not find the report "at all convincing". The RTA would review the report, but would not be lowering fines as a result of its findings, Mr Roozendaal said.



NRMA president Alan Evans urged the government to increase the number of police highway patrols to deter people from breaking road rules. "This research I think highlights very clearly that when you get a fine in the mail some three or four weeks after you've committed the offence it's not going to have the effect we really want," Mr Evans told reporters in Sydney. "I can drive between Sydney and Canberra and I'm lucky to see one highway patrol officer. "A few years ago I'd see six or seven on the road." He challenged Mr Roozendaal's statement that most drivers were observing road rules. "Well, 25% of people doing the wrong thing is far too many," he said. Demerit points were more of a deterrent than fines, but only when people had accumulated so many points that they were at risk of losing their licence, Mr Evans said.

🏍️ 😄😄 WIFE'S BIRTHDAY PRESENT 😄😄

For my wife's birthday I bought her an anodized pressure plate and caps, SS springs and screws, anodized vented clutch cover and a Wounded Duc's "Loud clutches save lives" T-Shirt. My first wife would have balled it up and hit me over the head with it. My well chosen 2nd wife's comment was "I want to install it myself!" I stood by and was asked a few questions but she did the whole thing herself and when she fired up the 748 and heard that wonderful racket she was very pleased with herself. She gets a kick out of people asking her if something is wrong with her bike only to proclaim "Its a dry clutch, its suppose to sound like this"

Paul M

(Ed: He shoulda consulted Phil – he is an expert on fitting clutches)

🏍️ 😄😄😄 STONER EXTENDS CONTRACT WITH DUCATI 😄😄😄

Ducati have shutdown any poaching bids from rival teams with an early extension to Catalunya Grand Prix winner Casey Stoner's MotoGP contract, securing his services for 2008. And the Italian squad has opened new, long-term talks aimed at keeping Stoner with the flying red team until 2010. Stoner's immediate future was in place after he won last Sunday's Catalunya MotoGP, his fourth win out seven races this season.

"We plan for Casey to be with Ducati in 2008," said team boss Livio Suppo after exercising an option on Stoner well in advance of a September deadline. Stoner, 21, has never hidden his love affair with Ducati, describing the team as a family since joining six months ago and rocketing to the head of the world rankings. "I don't want to go anywhere else or have any confusion about my future," Stoner said. And by the end of this season Stoner could have a new and lucrative long-term deal in place with Ducati.

Stoner's father and business manager, Colin Stoner, was in Barcelona for his son's latest victory over MotoGP's resident superstar Valentino Rossi. "Casey has renewed with Ducati for 2008 and we are already talking about the future and I envisage that by the end of this season we will have something concrete for 2009 and 2010," said Stoner Sr. "Both parties are happy to continue. "We don't want to go anywhere and Ducati don't want Casey to go anywhere." After watching Casey's ice-cool win over Rossi and Spanish tyro Dani Pedrosa in a tense race in Barcelona, his father added: "This race was a turning point for Casey. "Everyone saw the real Casey, and what he is capable of, for the first time."

Rossi has already signed for 2008 with Yamaha while Pedrosa, a close third in Barcelona, already has a long-term future with the factory Repsol Honda team. Both Stoner and Pedrosa are 21 and former 250cc rivals while Rossi, not old at 28, is the man with the target on his back. After seven races Stoner leads the championship

on 140 points with Rossi on 126 and Pedrosa on 98 points.

    **A LITTLE LIGHT RELIEF**   

While riding down the road a 749R rider saw a roadside stand which had a fortune teller sitting under an umbrella. She was just sitting there smiling and laughing. The 749R rider passed on by and went a couple of miles on down the road. All of a sudden he spun his Ducati around and sped back toward the fortune teller. As he got closer to the still laughing fortune teller he began to slow down. He pulled up next to the woman and jumped off his bike and suddenly began slapping and beating her. A policeman passing by screeched to a stop and wrestled the man to the ground. After cuffing the man he stood him up and asked him, "What do you think you're doing?" After a moment the man replied, "Well, I've always wanted to strike a happy medium."

Arrivederci

Who's Who in CDDC

THE COMMITTEE

Main Bearing (Pres)	Taso Samios	62827109 (h)	gesamios@grapevine.com.au
Crank Case (VPres)	Paul Rutherford	0412501711	dpr@netspeed.com.au
Triple Clamp (Sec)	Dave Shipley	0421615196	dshipley@actewagl.net.au
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Racing Leathers (Regalia)	Maxx Baxter Fred Stewart		karmax.baxter@bigpond.com ducati_fred@yahoo.com.au
Fuel injection mapping (Web master)	Bill Ratcliff	62817493 9 (h)	bill.ratcliff@internode.on.net.
User Manual (Ed)	Peter Yeend (ybaf)	62923020 (h)	peter.yeend@aph.gov.au