

DESMOTO

DUCATI OWNERS **CLUB** of VICTORIA

DECEMBER 2023

NEXT MEETING:
Tuesday 19 December
at The Mannigham

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www.docv.org

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THE CLUB MEMBER OF THE YEAR IS!**



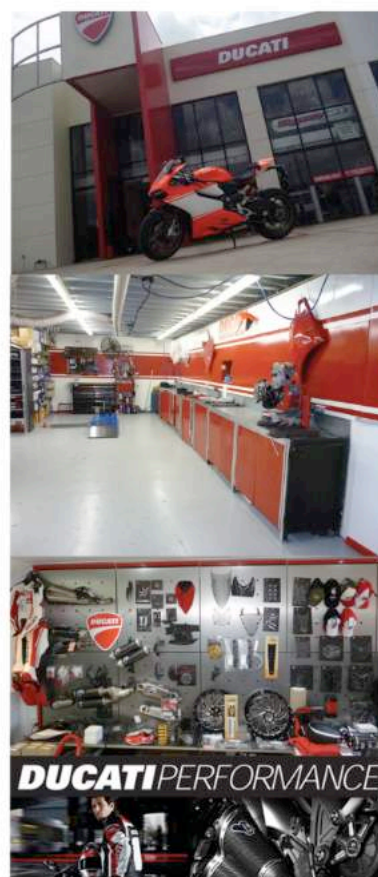
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DECEMBER 2023

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Like to contribute to Desmoto?

It's easy – just email the Editor with your article or photos or whatever you think other DOCV members would be interested in. Photos are best sent in .jpg format separate of the article (ie. don't embed them in the Word doc). Bigger pics are better than small ones. All contributions will be very gratefully received.

The email address for the Desmoto editor is:
editor@docv.org

The deadline for Desmoto is always the last day of the month, except for December because we don't publish a January edition.

Cover: Ric with his 900SS at the 2014 Broadford Bike Bonanza - photo by Russ Murray.

Back page: Ducati singles by Russ.

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General Meeting and Social Night held at:

The Manningham, 1 Thompsons Road Bulleen.

Third Tuesday of every month (except Jan):

7.00pm - social catch up and grab a bite to eat; 8.00pm - meeting starts.

Disclaimer: Technical articles and comments printed in this magazine are the result of contributions from members. As such, the views expressed do not necessarily reflect those of the Ducati Owners Club of Victoria Inc. (DOCV) The material contained in this magazine is in the nature of general comment only, and is not advice on any particular matter. The DOCV editorship and contributing authors do not accept any responsibility for the consequences of any action taken, or omitted to be taken, by any person whether as a member or not, as a consequence of anything contained in, or omitted from, this magazine. Itinerary dates and times are subject to last minute variation.

Magazine assembly by Peter Cusworth, Ph 0409 797 023 pcusworth53@gmail.com

editoriale

Neil Larson



Hi everyone!

It's somewhat of a sad issue of Desmoto this month, the club having lost one of its Life Members and most treasured of friends, Ric Begg, in late November. Thanks to all of those who contributed their memories of Ric, it really was lovely reading them as they dropped into the Editor's Inbox.

I met Ric on my very first ride with the club, the 2018 Dargo weekender (which I also believe was the first Dargo). Ric was riding his 900SS Supersport, with his walking stick pushed through the belt loop of his textile jacket. I hadn't owned a road bike for over 20 years, so I was just getting back into riding, and by the time we got to Licola I was amazed by how fast and smooth the group was. I was doing my best to stay in front of tail-end-charlie, trying not to slow the group too much.

As I was getting up onto the plateau on the return run out of Licola I thought I was getting a feel for the 784 and making good speed through the corners. Until a 900SS, with a white bearded gentleman on board, walking stick pointing backwards, overtook me ever so easily on a sweeping bend, disappearing into the distance like a stealth bomber. It was Ric of course.

At the Dargo hotel that evening I had a chance to get to know the group, and although I don't have any strong memories of Ric from that night, I do remember thinking what a remarkable, erudite and gentle man he was.

Over the years I got to know Ric much better, riding alongside him (mostly far behind him!) on day and weekend rides, serving on the committee with him for

several terms, sharing a Dargo log cabin with him and Russ, visiting his wonderland workshop (the "Caverna"), and being the humble recipient of much sage advice.

Ric was a man of many and eclectic tastes: Motorcycles: Ducatis (I couldn't count the number he had, or fabulously "Beggared"), bmws, Vincent Black Shadows, Kawasakis, Suzukis, you name it. Cars: Sunbeams, Porsches, Alpinas, Toyotas, again, you name it. He loved machinery, and improving it. I don't think you could describe it as 'tinkering', he was much more purposeful and directed than that. He loved a glass of "bubbles", but wasn't a wine snob by any means, he enjoyed putting on his finest threads for an occasion, and curiously had RRR playing on the radio in the Caverna most nights we were there. In the pre-covid and Zoom days committee meetings were held at a committee members home, and the shared meal was provided by the host. When it was Ric's turn we met in his Caverna, and enjoyed delicious Vietnamese take-away, which he picked up on his self-designed and built mobility scooter – well before you could buy one anywhere local or online.

His mind was an engineering encyclopaedia – Ric had, but didn't need - a shelf full of engineering reference books, to accompany his workshop full of lathes, welders, milling and other machines, which I had no doubt he could use deftly, expertly, and innovatively.

Continued next page.



Ric loved travel, often by himself, and often overseas with Ferris Wheels Tours. There will be many of his stories in the Desmoto Archive, but I remember him riding in India, the Himalayas, South America, along the Dalmatian Coast and more. Was it in Peru that he was bitten by a rabid dog at a fuel station and had to spend a day in hospital? These setbacks never dampened his enthusiasm for travel or time on the bike. It was always an adventure catching up with Ric after one of his adventures.

Many of us were at the Fun Day at Phillip Island on the Monday of the funeral, so we missed the many fond memories of Ric during the service. Thankfully there are some lovely contributions by some of Ric's good friends in this issue for us to read and absorb. Ric, you will be missed.

In brighter news – The 4 December Fun Day was a huge success!

Track (Fun Days) are as essential part of the DOCV's DNA, just as racing is an essential part of Ducati's DNA, so it's critical that we find a formula for Fun Days to continue, but that has to be at no financial loss. I have to thank the members of the Fun Day Planning committee for their stellar efforts in getting the formula right – basically, give DOCV members adequate time to register for the event, and then open it up to like-minded friends. In this case the support of Andrew Pugliese and his team at Mornington Ducati has been crucial. Other supporters were the Melbourne Ducati Riders, and the Laverda and Guzzi clubs. We're looking at a late October date right now, so stay tuned for updates. And if you want to enjoy the world-renowned Phillip Island track in a relaxed and positive atmosphere, register early when registrations open!

We'll have a multi-page spread of the Fun Day in the February edition of Desmoto – no edition in January - cue sigh of relief from the Editor ;)

I hope you all have a Taglioni Xmas and a Bayliss New Year!

Hope to see you on a ride soon. Ciao,

Neil

Acknowledgments

Desmoto would not be possible without contributions from our members, partners and other various sources, who have put a lot of their time and effort into making this edition informative and a good read. This edition features much appreciated contributions by (in no particular order):

Jane, Ian, Steve, Garry, Gerard, Russ, Kathy, John L, Tom, Evan. Plus the DOCV committee, the Fun Day Planning Committee and others we may have missed.

Thanks to everybody!

treasurer's report

George Rappold



INCOME	Nov 23	Oct 23
Desmoto		
Events	3,290.00	3,900.00
Memberships	207.69	259.56
Merchandise		
Other	35.72	34.67
Total Income	3,533.41	4,194.23
EXPENSES		
Cost of Sales		
Desmoto	828.00	756.00
Events	4,016.73	11,169.00
Membership		2,829.00
Other	193.37	3,233.44
Total Expenses	5,038.10	17,987.44
Operating Profit/(Loss)	(1,504.69)	(13,793.21)
Cheque Account	14,578.66	25,909.74
Paypal	2,538.07	1,629.99
Debit Card	2,454.04	2,281.45
Cash Reserve/Contingency	35,118.58	30,082.86
Term Deposit 2/DOC	15,361.93	15,361.93
Term Deposit 3/50 th Ann	15,378.37	15,378.37
Trade Debtors		
Other Assets	2,813.60	2,813.60
Net Assets	88,243.25	93,457.94

Gear review request

Bought a nice piece of gear lately? Happy with it?

Like to tell members about it? Please do!

Feel free to send us a quick 5 minute review:

- What is it? Website? • Where to get it?
- How much did it cost? • Why is it good?
- Suggestions for use? • Can it be improved?



president's report

Oliver Barrett



I write this President report with very mixed emotions this month.

On the one hand I have thoroughly enjoyed watching the undoubted success of the PI Fun Day on 4 December, an event that ran like clockwork with a full field and glorious weather which made me think of the DNA of the DOCV – how when things have been difficult (poor financials in the past, the notification by PI management that they would have to start resurfacing the track on the day of our event, the efforts to get agreement to postpone those activities for a day to allow the event to go ahead, changes in regulations, insurances and requirements etc.) the Club digs in, people step forward and make things happen. Hats off to the members who made it the fantastic day it was! During this month I have also enjoyed attending the new members ride led by Evan Rubenstein and had some other rides including Dargo.

On the other hand, like many others, I was devastated by beloved Member Ric Begg losing his life on the Dargo ride. Such a tragic loss! A bit of time and some quiet reflection has made me think again of the DNA of the DOCV. Ride participants looked after Ric until the Paramedics arrived, and calmly and efficiently managed the traffic flows and preserved the site until the police arrived about 30 minutes later. Importantly ride participants enquired and looked after each other a process that continued that evening and the next day – and the days that followed. In my view ride day processes and caring were implemented very well by ride participants. I doubt that members of any club could have dealt with the situation better.

On another topic entirely over the last month B2 – my lovely yellow ST4s - has developed a subversive mystery electrical draw while stationary leading to a couple of failure to proceeds, fairing removal and replacement a number of times (cue bad language), the battery going flat a number of times, some number of hours (very large and completely fruitless!) going over wiring with a multimeter to look for the mystery power leak, a new battery and as I type this some hours spent today in sullen desperation sourcing and fitting a battery isolator (basically just a large on/off switch). Hopefully that will fix the F&%\$\$\$ stationary electrical leak/draw until someone who knows what they are doing (think Brad) can check out B2 and fix the fault. Clearly whatever scant skills I may have do not include auto electrical skills!

Finally I hope as many of you as possible come to our Christmas meeting at the Manningham on 19 December – it is awards night (CMOTY and Ralphino Verde Wonderous Writing), hamper night and lots of other goodies and some good cheer. Come and enjoy the company of your fellow members.

Oliver



il rapporto del capitano

Chris Williams



So it is with great sadness we open this month's Desmoto with the loss of one of our dearest members Ric Begg 🥺 A beloved member of our club. He will truly be missed by all, including myself. Though I never really knew him I do remember Ric attending last years Dargo ride and turning up for dinner dressed like his was attending a function at a Toorak mansion. Charismatic complete with walking stick. The consummate distinguished gentleman.



Ric doing some adjustments to the Husky - Dargo 2022.

Changing gear I feel it only appropriate to acknowledge Team Bologna.

Thanks to the first place in the **Valencia Grand Prix** the all-Italian duo of Francesco Bagnaia and the Desmosedici GP of the Ducati Lenovo Team won the MotoGP World Title for the second consecutive year, leading the final standing ahead of two other Ducati riders: Jorge Martín (Pramac Racing Team) and Marco Bezzecchi (VR46 Racing Team). The all-Ducati podium in MotoGP crowns a record season for Ducati, which

achieved victories in all the main World Championships on two wheels.

As well as being a source of enormous joy for Ducatisti all over the world, Bagnaia's magnificent confirmation in MotoGP, Álvaro Bautista's defence of his title in WorldSBK and Nicolò Bulega's first success in WorldSSP are the demonstration of a clear philosophy: in Borgo Panigale the desire to improve has no limits!

Meanwhile next year we will see Trackhouse Racing running two Aprilia RS-GPs, ridden by multiple-MotoGP winner #88 Miguel Oliveira and rising talent #25 Raul Fernandez. The full 2024 livery will be revealed early next season but as part of the launch, the team unveiled a symbolic American flag-liveried bike, paying tribute to both previous testing colours used by Nicky Hayden and to the incredible motorcycle racing heritage of the USA.

The addition of an American team offers a wealth of opportunity to create an exciting new project from the ground up – built on foundations of established success.



I think that the final round in Valencia was the perfect example of why all that hype and glitz in the world is no match for the action when it's as good as it was. It had everything to keep the massive boisterous fans and tens of millions of television viewers more than happy. Two riders after 20 Grands Prix, Tissot Sprints included, in nine months were separated by just 21 points going into those final two races. We were not let down. Fantastic racing, mind games, controversy, and crashes but when the dust settled, Pecco Bagnaia, the only Ducati rider in the history of the sport to retain the premier class title. It was everything that final rounds in other motorsport World Championships just could not match.

There was certainly no time to reflect, celebrate or rest even for the fans. The Valencia Test just two days later gave us a delicious aperitive to next season's main menu. Of course, Marc Marquez's Ducati debut made the headlines. The smile when he removed his helmet said it all. Throw in the Honda debut for Luca Marini, with Fabio Di Giannantonio replacing him at Mooney VR46 Racing, and a MotoGP debut for Moto2 World Champion Pedro Acosta. I think you had enough to keep you going over Christmas and the new year.

Speaking of the New year. Dakar '24. The fifth edition of the **Dakar in Saudi Arabia** promises to push man and machine harder than any of the previous ones. After the first week, in which the competitors will feel the heat from the start in Alula, the field will tackle an Empty Quarter triptych introducing a brand-new concept: a 48 hr chrono stage held over two days in which the competitors, scattered among eight bivouacs, will be basically left to their own devices.



The rest day in Riyadh will only provide a brief respite, as the varied terrain between that point and the finish in Yanbu is riddled with navigational challenges that could shift the balance of power at any time. So do yourself a favour. If you have never seen this event before it is something to behold. Australian competitors Toby Price and Daniel Sanders are

amazing to watch in their own right. Between the cars, trucks and quads watching the motorcycles blitz across this incredible terrain is visually spectacular. Screens on SBS every night from Friday 5th January - Friday 19th January 2024.

Similarly, visually spectacular **'Ferrari'** the film is due to be released early January '24. Directed by Michael Mann this looks fantastic. Based on the 1991 biography *Enzo Ferrari: The Man, the Cars, the Races, the Machine* by motorsport journalist Brock Yates, the film follows the personal and professional struggles of Enzo Ferrari, the Italian founder of the car manufacturer Ferrari, during the summer of 1957. Adam Driver portrays the titular subject, and co-stars Penelope Cruz. I highly recommend this film I know I will be seeing this.

Closer to home you will find the **'Cars and Culture'** exhibition:

Starts: Sunday, 17 December 2023, 9:00 am

Ends: Sunday, 17 December 2023, 11:30 am

Cars Culture Victoria by Motor Culture Australia is back for the final event of the year at Wyndham Harbour.

The response from Victoria this year has been enormous, with each event growing larger and larger. Here's what to expect: Diverse Car Lineup (Super Cars, Custom Cars, JDM's, Classics, 4x4's + Bikes) Mini Golf at The Elements Coastal Activity Park, Live DJ, Prizes Giveaways Delicious Coffee and Food by The Elements Coastal Activity Park (free for MCA members). As always, everyone is welcome - Family, Friends even the PETS.

Don't forget **Gavins Christmas Ride** Sunday 17th December (depending on when you read Desmoto) Starting at our usual BP Pakenham meeting point this will be our last official ride of the year. With a leisurely jaunt around Gippsland back roads of approx. 230kms with lunch at the Neerim South Hotel and finishing at Cunninghams Hotel Yarra junction for a Christmas drink. Cheers



Continued next page.

Moving into the New Year Geoff Salmon is hosting a **ride on the 7th January to the Kevington Pub.** Starting in Healesville at 0930 I know Geoff will have a nice twisty route planned for the day which should put you back around 4pm.

Our fearless editor Neil Larson is hosting a **ride the following Sunday 14th January** starting at The Butler's Pantry at 0930 heading South Gippsland with a lunch planned at Thorpdale's Travellers rest Hotel. From there the ride will head north finishing in Launching place. So there is plenty to look forward to.

I have to finish with "How good was Phillip Island?" Wow what a day. Great day Great weather Great company and more importantly it would not have happened without Great effort by Neil, Rachael and Oliver. Plus I would like to acknowledge the efforts Geoff, Garry, Brendan, Kathy and Gavin. Plus Phillip Island officials Thank You. Also to everyone who attended. Give yourselves a pat on the back. You all made it a safe and enjoyable event that you all should be proud of.

In closing I just wanted to say "Have a very safe and Merry Christmas and I look forward seeing you in a very Happy New Year.

Lets do it all again. Bitumen side down.

Chris



© 2023 Russ @Foot in Bowl Photography

As of the 5th December
committee meeting:

Members 466

Memberships 429

NEXT ISSUE

- Do you own a very special Ducati? (Let's be honest, pretty much any Ducati qualifies...) Why not write a portrait about your pride and joy for Desmoto! Let others know what you like and don't like, what to look out for when buying one.



- Have you been on a beautiful bike trip recently, perhaps overseas (okay, not very likely)? Why not share your experience with other readers!
- Bought some useful new bike gear? Why not write a review for Desmoto!

Articles are best sent in as a PDF or Word document. Photos ideally in JPEG format, and please include them as separate files. For quality reasons larger photos are better than smaller ones.

All contributions will be gratefully received.

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END OF THE MONTH. editor@docv.org

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Things of Beauty

DUCATI 900SS SUPERSPORT

With thanks to Back to Classics:

<https://www.ducaticlassics.com/motorcycles/750-and-900-super-sport>

In 1975, the 860 GT was just introduced and although Ducati had no intention to bring another limited production race replica to the market, the bad market reception of the 860 GT made them think...

"What if we build a new Super Sport to show the world what we got?" This must have been the buzz in Bologna in 1975 when development of the 750 and 900 Super Sport began in 1974. Another limited production race-derived model was about to appear.

The 1975 Ducati **750** and **900 Super Sport** used the same basic frame, bodywork and chassis as the infamous 1974 750 Super Sport. New was the upgraded 860 GT engine now with desmodromic valve actuation, high compression pistons and a lighter crankshaft with lighter and stronger con-rods. Essentially all the good things from the new square-case engine combined with all the good things of the 1974 Super Sport engine. Also new was the colour scheme; a brighter silver as the basis, combined with a strong cobalt blue; yet another striking design! Where the 1975 750 Super Sport had a silver fairing with blue stripes, the 900 Super Sport had a blue fairing with silver stripes. The 1975 900 Super Sport was a fine display of what Ducati had to offer. Once again, a road legal racer.

Or was it? Because in the process of designing the bike, Ducati forgot all (US) regulations it had to comply with. The 900 Super Sport had right side gear shift where left was now obligatory and with the 40mm Dell'Orto's and Conti mufflers, the noise exceeded every government regulation.



It was clear for obvious reasons that Ducati had to 'soften' the concept in 1976. To comply with US regulations, the '76 and '77 900 Super Sport models got Lafranconi mufflers, air filters and left side gear-shift by adding a crossover rod and different foot pegs. The fuel tank was that of the previous 750 Sport and was made from steel rather than fibreglass.

In 1978 the Super Sport range got an engine update based on the new Darmah. It got a new crankshaft assembly, new Bosch ignition and gear selector drum on the left side; a big improvement over the crossover rod. Both solo and dual seats were now available.

The 1979 900 Super Sport was restyled and now came in black and gold colour scheme and, at first, with magnesium Speedline wheels soon to be replaced by aluminium FPS wheels in the same year.

Further, final updates took place in 1981 when the 900 Super Sport received a mild engine update and another redesign. The bodywork was now silver painted with new decals, combined with a black painted frame. A dual seat was now standard, but came with a removable seat pad. By 1982 the 900 Super Sport, in production since 1975, was seen as an old-fashioned bike. The model was discontinued after 1982.



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Advertise your product or business to our club members, partners and their extended network. Since going digital-only, Desmoto has seen a steady increase in popularity. Recent editions have seen download numbers of 1,000+ on our website, and the magazine is shared with friends and partners of DOCV, as well as interstate DOC and bike clubs in Australia.

Advertising rates for Desmoto are for a 12 month calendar period from the first ad placed. This will cover 11 issues (there is no magazine in January).

Your advertisement can be updated at any time at no further cost during this period.

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For more information, or to book an ad, please reach out to George at treas@docv.org

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ADVERTISING FEES	11 issues
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⅛ page ad (Business card size)	\$100
Full page ad (inside covers) *	\$750
½ page ad (inside covers) *	\$400
¼ page ad (contents page)	\$250

** If available*

Remembering Ric Begg

Ian Falloon — Dec 7

Read the complete article here: <https://ianfalloonretrospective.substack.com/>

Many thanks to Ian Falloon for allowing us to reproduce this article in Desmoto, and to Steve Frew for asking permission



A few months ago I wrote in this retrospective column about my first experiences with a BMW R100RS and how this came about through meeting Ric Begg while he was visiting New Zealand. I went on to describe how we were involved in a top speed test between his R100RS and my Ducati 900 SD Darmah in the Yarra Valley near Melbourne in October 1979. As a paid subscriber to this column Ric was enthusiastic about these reminiscences and we discussed future retrospectives. One he was particularly interested in was an exploration of the Ducati Owners' Club rides down the Great Ocean Road in the early 1980s. He termed this the Great Ocean Road Grand Prix, a title very befitting of the events. Both he and I discussed how these rides now seemed like something from a completely different era. Unfortunately, while I planned this story I didn't get around to it before Ric was involved in an untimely accident recently, also on a Ducati Owners' Club ride, and passed away. So this story is a eulogy to Ric; one of the finest motorcyclists I ever had the pleasure to ride with, and one of my best friends for nearly fifty years.

After riding around the North and South Island of New Zealand for nearly a decade, when I first came to Australia I was sceptical that any of the roads would be up to the motorcycling standard I was used to. As soon as I gained my motorcycle license I explored the Rimutakas out of Wellington and when I moved to Christchurch the Akaroa Hill road became a regular haunt. These roads are nearly perfect for motorcycling, and in the 1970s traffic was sparse. When I arrived in Australia I stayed with Ric and Jane and as Jane's family owned a house at Wye River Ric introduced me to the Great Ocean Road. We would often ride our Ducatis down and spend a night down there. Then ride between Anglesea and Apollo Bay repeatedly, sometimes looping through Dean's Marsh or Forrest. In those days the sealed road finished at Apollo Bay, resulting in virtually no through traffic from Port Campbell. The road from Anglesea to Apollo Bay is 74 kilometres of pristine twisting tarmac that in the 1980s was as good as any road I have ridden anywhere. We used to call it our southern Isle of Man.



We were both involved with the DOCV (Ducati owners Club of Victoria) at that time and one of the DOCV's regular rides was the Great Ocean Road on a Sunday. Every ride saw a bevy of bevel Ducatis and this resulted in the Great Ocean Road Grand Prix. Ric was always at the head of the group, dicing for the lead with several gun riders; notably Sherms, Lance Smith and Mal Sturrock. The pace was hot. There was virtually no traffic and as the road was ostensibly an open limit, and we never saw any police, it was treated as a race track. We also knew the road extremely well. After dozens of trips up and down every bump and decreasing radius corner was embedded in our brains.



It wasn't only the Great Ocean Road that Ric and I explored. Every year we would ride to Amaroo, and later Oran Park, near Sydney for the Six-Hour Production race. Bathurst was also another annual pilgrimage. Mostly we would ride to Sydney via the Snowy Mountains and that's where I found more exceptional motorcycle riding. Our favourite road was from Kiandra to Cooma. Ric preferred uphill, and I preferred downhill. As he began riding in the early 1960s Ric was an old school rider, used to drum brakes. Even on the race track he wasn't a hard braker, instead managing fast laps through maintaining a high corner speed. On fast uphill sections Ric was almost impossible to stay with but coming down from Cooma I learnt to brake deep into the apex of corners on my Ducati Darmah. Eventually the rubber brake lines swelled due to brake fluid overheating and the brake lever pulled back to the bars. But it was the only time I actually left Ric for dead. If he was on his Ducati 900 SS on the Great Ocean Road the only way I could stay with him was if I was also on a Ducati SS. I remember one ride when I was on a Ducati 500 SL Pantah I simply didn't have the power to stay with him.



Throughout the 1980s we regularly raced down the Great Ocean Road. The Ducati Owners' Club gradually did fewer rides but a group of us kept the road honest. There were others that began to specialise in it; in particular a Yamaha RZ500 four-cylinder two-stroke, the rider with "Australian Motorcycle News"-emblazoned leathers. He was impossible to catch. Eventually the bevel Ducatis simply weren't fast enough to match it with the new wave of Japanese bikes. My final ride in anger down this sublime piece of tarmac was in 1987 on a Ducati 750 F1. I was riding with friends on Honda VFR 750s and Suzuki GSX-R 1100s. By now we had small electronic stop clocks mounted on the dash so we could time each twisting section between the towns. Looking back now the average speeds were staggering. This entire Great Ocean Road episode now seems like a scene from a historical movie.

Those Great Ocean Road days are now long gone but these reminiscences keep us going. Although Ric was still riding as enthusiastically as ever he also appreciated these memories as a reminder of an earlier era that will never be replicated. I will also never forget those many wonderful rides with him. With Ric's passing a large hole will never be filled.



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Memories of Ric

by Garry Elphinstone

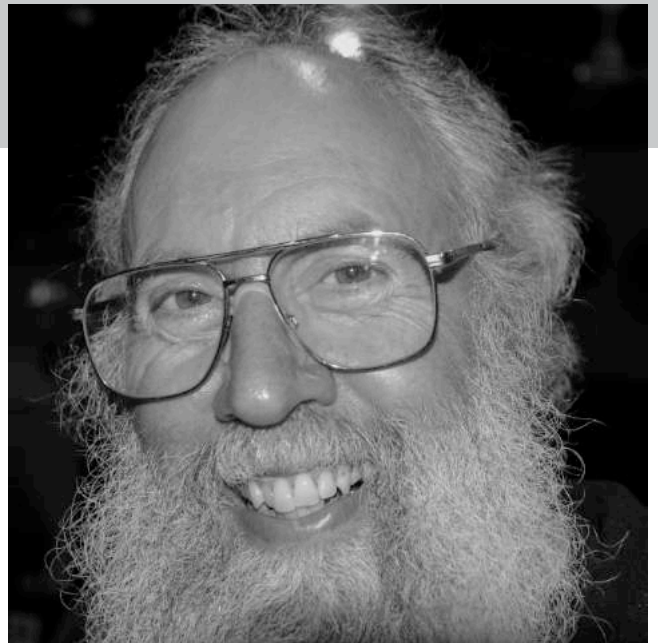
I first met Ric at the NDR in Beechworth in 2007, this old guy on an old Bevel who was somewhat the life of the party, and who asked if he could ride back with us (Shearms, Russ and a few others) on the Sunday afternoon. Ric followed us up the Whitfield pass and as fast as I tried to go, I could not shake him off on the ST4. That's when I learned never to underestimate an old gentleman, with a walking stick, on a motorcycle. Ric had just got back into riding at that stage and asked Russ to accompany him home (to the Ric cave) - to help him off the bike.

I also remember trying to chase him around PI. Me on a ZX6RR ex race bike and Ric on his Multi. Unable to keep up as he sailed up and over Lukey Heights, later to comment there must be something wrong with his bike because there were lights flashing on his dash. Turned out it was the traction control cutting in as he was spinning up the rear wheel looking for more power.

But my most unforgettable memory was on a trip to Tasmania. Riccardo, Russ Murray, Michelle, and I went over on the Spirit on Friday night for a week in Tasmania. It was the trip that spawned the idea of a Tiger Hunt, so we are going back a few years. We arrived in Devonport on Saturday morning and waved bye to each other, agreeing to meet up at Latrobe on Monday morning. Russ was headed to Launceston to catch up with a friend and we were off to see family in Wynyard. Ric headed off down the West Coast to Hobart for dinner with a friend, via all the twisty roads on his 748, then made the return trip the following day to be the first in Latrobe to meet up on the Monday morning; only for us to head down the West Coast again. Anyway, halfway through the Lake Plimsoll Rd a yellow 748 flashed past and was quickly out of site. Much further down the road we found Ricardo asleep under a tree, yellow 748 parked nearby, waiting for us to catch up. I commented on the speed with which he passed only for him to reply, "I did that road twice over the weekend, so I knew which way the corners went".

On that same trip we were joined by Peter (Belly) and Debbie Bellchambers, friends from Latrobe. On our last day we had lunch in Deloraine and agreed a return trip to the Lakes, via Golden Valley, would be a good idea. We left Michelle and Debbie to do some widow shopping promising to be back soon, agreeing to meet them at steam train park, down by the river.

On arrival back at our destination we found a tourist coach unloading overweight American tourists. I'll never forget one aged gentleman (though younger than



Ric) standing at the bottom step on the bus, who watched Ric pull up with the "fun-o-meter" (his beard) cleanly split in two and sitting on each shoulder, alight from his hot 748 and ground his trusty walking stick.

The rotund tourist looked at Ric, looked at his bike, looked at Ric again and slowly drawled in in a mid-American accent, "Man, you should get a Harley" to which Ric instantly quipped "But I'm not old enough!" We all roared with laughter and perhaps that American is still telling people of his Ric moment.

Later that night, imbibed with a few drinks, I remember us all practicing knee-down drills on a "Ducati Monster" rocking horse bike Belly had made for his grandkids. There was much laughter.

Riccardo Troglioni, as he often referred to himself, was smart, adventurer, inquisitive, fast, smooth and had a mind and wit as fast as they come. He was also quirky and different, but always the same gentle man. Though I knew and enjoyed his company for over 15 years, he never seemed to age, nor will my memories of him. RIP Mr Troglioni, god speed, good sir.



Ric Begg

by Russ Murray

To say Ric was a gentleman would be an understatement.
In the words of Simon Bailey: *"The world will be a far less interesting, exciting and joyously esoteric space for his passing".*
He will be sadly missed.

I first met Ric at the 2006 national Ducati rally at Beechworth. He had spent a couple of days riding his 900SS to the event. As with many, he was a newby to the club although he joined a few months after the DOCV was formed. As far as I knew, here was an old bloke with a long white beard and a walking stick putting around on an old Ducati. At the end of the rally, Ric asked if someone could accompany him back to the shed as he had trouble getting off the bike to which I volunteered as it was on my way home. Little did I know that this old bloke with a long white beard and a walking stick stuck in an elastic band in his belt was a bloody fast rider. In reality, don't play with Ric unless you can ride, something more than a few club members would come to know.

Ric had a penchant for hats and would regularly be seen in a different hat on various rides.



Ric was a regular on the Dargo rides. On one ride he dropped the SS as we were departing lunch upon which a chalk outline was drawn on the ground and Ric proceeded to lie down next to it, laughing his head off. It was also on one of the Dargo rides that the dress code for Saturday evening was formal. This came about as the previous year Ric had worn a collar and tie. For the formal evening, he dressed in full tails and top hat.



On another occasion, Ric rocked up the the January BBQ on the Yarra in his GoGo mobile.



Whilst many are aware of the motorbike side of Ric, there was also a classic car side which I was fortunate to partake in. He asked me to navigate on a two day car rally to which I pointed out that part of the DOCV riders brief at the time was "Don't follow Russ, he gets lost". And we did.



Ric was a classic bike racer until an incident resulted in a broken pelvis/hip, hence the walking stick. Even so, Ric still rode and attended a few DOCV fun days both as a rider and as a spectator. On one occasion he had broken his foot (a bike accident when touring overseas) and was confined to a wheelchair. That is until he decided to race a Desmocedici. On another occasion he rode 'flat chat' down Gardner Straight

Tasmania is one of the go to destinations for bike riders. With this in mind, Garry & Michelle Elphinstone, myself and Ric did a week's touring. Garry and Michelle both come from Tassie so we ended up stopping at Belly's where there was a 'toy' Ducati for one of Belly's grandkids. Naturally, we decided to 'ride' the bike.



Ric's Shed was full of bikes, cars and numerous projects. In fact, Ric was prone to modify almost everything and a term was coined for just such occasions. A "Beggarised" sticker was made featuring a black and white outline of Ric. At the time of his passing he was working on a Ducati Monster, with the intent to lighten the bike as much as possible and was looking for one of the Beggarised stickers to put on the bike.

In the interest of mobility, Ric built a motorized scooter. This was well before motorised scooters were readily available to the public. He even managed to strap it to the back of the multistrada for one of the AFL grand final weekends ride to Port Campbell.



Ric named many of his vehicles, then getting the rego to reflect the name. A couple that come to mind are 'Brutus', a custom Ducati which made its first appearance at a service day at Bob Brown's workshop, 'Casius' for his 748R, 'Bevelsaurus' for the seventies 900SS and 'Agustas' for his 1925 Sunbeam 35. Ric was often referred to as 'Ricardo'. He even had one of his bikes named 'Ricardo'.



Meeting Ric

by Jane Young

In 1997 I finally managed to achieve my dream of owning a Ducati. It was only a 600SS, but I loved it – a lot, despite its carburettor icing issue. So now that I owned a Ducati the next step was to join the DOCV and try to find out how to deal with this small niggle. Having my engine cut out going into a corner was losing its novelty. It also made a noise like a couple of skeletons having relations in a biscuit tin – (piston slap), which I thought was all part of its charm. The piston slap continued until I traded it on a 748.

My first DOCV meeting followed the 1997 Motogp and it was just a bit daunting. My ex-partner and I attended, and everyone knew each other; I knew no-one. I did talk to another couple of guys at the bar who were only recent members and no-one was talking to them either. I fielded a couple of questions about what bike my partner owned as the bar was a bit crowded and people had to squeeze past to get a drink: “A Suzuki” I replied, which lead to more than a few questions about “why are YOU here?” I answered “it’s me with the Ducati”. Once, however I explained what my Ducati was, apparently it wasn’t cutting the mustard. I didn’t manage to find out how to solve my carburettor issue. (I later had a carburettor heating kit fitted and that solved it, or the weather got warmer).

Despite our first experience of the DOCV, nothing daunted, my ex decided he wanted to attend the

December fun day. We went, he took his Suzuki, I was far too scared to take my Ducati. After his first session he told me to go and buy some food in town. So off I went and returned with something to eat and some nice looking biscuits (Melting Moments) from the Chapel Street Deli. Standing outside the garages with my biscuits, a kind looking man remarked “those look delicious” and what could I do, but reply “Oh, would you like one, please help yourself”. He did and we introduced ourselves and had a chat and that was how I first met Ric Begg.

At the next meeting, I was told that my interaction with Ric had been noted and that as a new member I should perhaps be careful who I talked to. The message seemed to be “know your place” as Ric was an established member and apparently there was a hierarchy??. I didn’t know my place and Ric didn’t care about such nonsense and we went on talking to each other for the next couple of decades. Thank you, Ric for being so kind, I might never have stayed a member if it hadn’t been for you and your kindness. Chris and I will miss you a lot.

Ed – thanks Jane. A lot has happened since 1997 (goodbye carburettors for a start!), and I’m now sure that you wouldn’t be shunned as a new member, but warmly welcomed. The past is a foreign country; they do things differently there.



DOCV Dargo 2013 - Rowville.



Enroute to Dinner Plain 2011.



Outside Cafe Escargot 2013 - Dargo Ride.



Dinner Plain 2011.



Dinner Plain 2011.



DOCV Dargo 2008.



Turismo 2007 - with WA Members.



Dargo 2013.



Cafe Escargot 2013 - Dargo Ride.



DOCV - Dinner Plain 2008.



Zagames Function for Paolo 2010.



Turismo 2007.

Adventures with Ric and others

Sepang Motogp DOCV Tour October 2010 by Jane Young

Way back in the days before COVID, our hard-working Club Captain, Frank Makryllos, sent out an email on the 20 July 2010 at 9.10pm (to be precise) excitingly entitled “Register Now for Malaysian Motogp”. The email went on to say:

“Sepang Kuala Lumpur Malaysia

6 night's accommodation

Dorsett Regency Hotel – Kuala Lumpur

In on 05th October out on the 11th October

Deluxe Room

Includes:

Half Day city tour on the 06th October

Welcome Dinner at local restaurant on the 06th October

Return hotel transfers to the GP Track from the 08th – 10th October

There was some other stuff in the email about pricing and a travel agent who could help. It sounded good, we had never been to KL, so we booked.

The group comprised: Adrian Monti (President); Frank Makryllos (Club Captain); Ric Begg; Andrew Miles; Chris and Jane Young;

The weather was warm, very humid and predictably it rained in the afternoons. The hotel was comfortable (although the Laundry Service did misplace Andrew's Ducati Team shirt), had a beautiful swimming pool and was conveniently located near The Pavilion Shopping Mall, which hosted a Starbucks; where Frank frequently managed to give himself “Ice cream headaches” as a result of drinking many Frappuccinos far too quickly.

We enjoyed the Half Day City Tour which took in such sights as Thean Hou Temple with its turtle pond), Andrew, Frank and I went upstairs to see the view from a balcony, Ric waited below and Chris took pictures; we also visited the Kings Palace, complete with Horse Guard – Frank, Andrew and I patted the Guard's horse. Chris took pictures. We also saw the National Monument and the Mosque. We drove passed the Petronas Towers but didn't go in. Returning to the Hotel, it was decided that it was “Tiger Time”, so a few Tigers were consumed on the pool deck. This became a bit of a Tradition during our stay. We enjoyed our Welcome Dinner. Other outings included a dinner at a street stall in Petaling Street.

We also visited the Carlos Mexican Canteena Shisha Lounge for a Hookah (located in the Pavilion) – I think everyone had a go with the Hookah. Frank possibly had another Frappuccino before walking back to the Hotel.



The DOCV group on the Sepang Kuala Lumpur trip in 2010.

Thursday came around too quickly, Adrian went off to the Track for a look. Frank stayed behind to attend a Video conference, his outfit for this was collar and tie above and shorts below – or so he told us). Andrew, Ric, Chris and I went to Petronas Towers who were hosting a MotoGP display and played some video games.

Friday – the beginning of Race Weekend, so we caught our air-conditioned bus off to Sepang circuit – a truly amazing facility, great grandstands, clean amenities, little cold bags for sale stocked with Tigers and no mud! What more could you ask for? We toured the on-site museum and then slowly walked the length of promenade – looking at all the stalls – it is a long walk and Ric managed it well. Later after dinner we visited the 1st Asia Ducati Week to be held in KL It was fun, not quite WDW, but there was lots of noise, music and action and a huge number of scooters! Frank enjoyed it so much he may have stayed there until very late, or very early! Some of us had to find a table and have a bit of a sit down.

Sunday was race day and I think Ric was grateful that Adrian had managed to borrow a wheelchair from the Track Office. We made our way to the Grandstand overlooking Turn 15. We saw Casey Stoner fall off right in front of us on the first lap of the race – we reflected on it being a long way to travel to only see him manage 14 turns. We all had a huge amount of fun and we all had a great time together and there was still Phillip Island to look forward to.



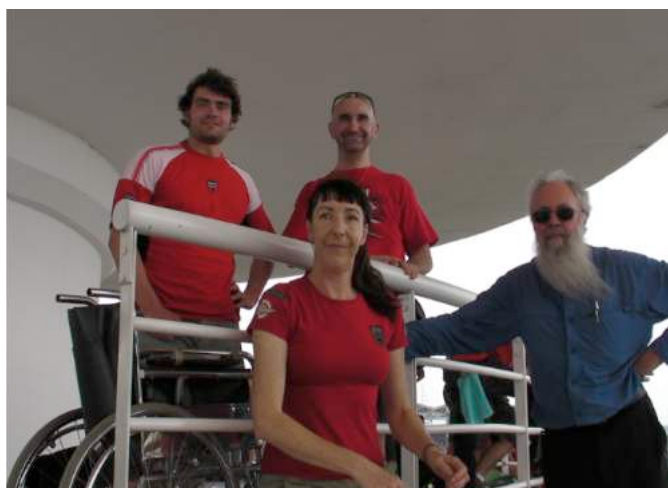
KL - Sepang 2010 with Adrian Monti.



Out to dinner in KL.



After dinner fun.



At the track.

Fast Forward – Phillip Island – it was cold (especially after Sepang) and there was mud, mud and more mud, which necessitated Warren Lee borrowing our X5 (4WD) to fetch Casey and Nicky from the Pits. But Casey won and that was worth all the mud!

Ric after dinner.



Dargo 2023

— DAY 1

By John Lyon

Dargo, the name itself conjures many thoughts and memories for many people, the bush, the pub, the remoteness. For motorcyclists like us it's the road, twisting and winding through the hills and valleys from the Beverleys Road turn-off to the town itself. The annual DOCV Dargo

weekender is one the most anticipated club rides of the year and registration fills quickly.

The meeting point is already a 100+km ride for Caroline and I so an early start is required. We arrived at Pakenham in time for a quick hello to the assembled throng, Glenn's all important ride briefing and then we're off. The forecast rain and storms hadn't yet materialised and it was fine and sunny. We headed down to Bayles then worked our way across to Poowong and down to Loch.

I was at this point that everything changed. Long time club member and life member Ric Begg crossed into the path of oncoming vehicle and was tragically struck.

I won't go in to any details here as this will be covered by others in this issue but the mood of all participants was sombre to say the least. The decision was taken to continue the ride but with a much shortened and more direct route to lunch. I think that this was the right decision because it gave us all a chance over the course of the weekend to talk with others about the events that had unfolded rather than just going home and bottling it up.



The crew were hanging on Glenn's every word.

So to continue on, the forecast thunderstorms did arrive while we were at the Woodside pub for lunch and arrive they did. Some very close lightning strikes had the power at the pub going off and on and this was accompanied by some torrential rain. After donning wet-weather gear, we departed in the tail end of the storm at a rather subdued pace on wet roads travelling via Carrajung and other places that only Glenn could find for our last fuel stop of the day at Rosedale.

By now the sun was out and the roads were dry, so wet-weather gear was no longer required. It was also



The pre-ride briefing on Saturday.



Start at Maccas - Kathy with Gav's bike.



Our intrepid leader Glenn.

here that Brad Keifer discovered a very flat rear tyre on his Kato. As he had planned a solo bush track ride to meet some friends at Merrijig on the Sunday the decision was made to fit the spare tube he was carrying. Our esteemed club president Oliver offered to stay and assist Brad, or at least just keep him company.

The rest of the group continued on via Heyfield to Briagalong where a quick splash and dash was required for George. For some reason his bike seems to use a lot more fuel than everyone else's. Caroline and I had decided to continue on as the days earlier event was taking it's toll on us and we just wanted to get to Dargo.

The Dargo road as usual didn't disappoint. Vicroads have been paying a lot of attention to this road as evidenced by recent repairs and a largely clean surface. We had the road pretty much to ourselves, very little traffic. I kept checking my mirrors for Glenn and anyone who could stay with him, but they must have stopped longer than planned at Briag.

The pub was a welcome sight. We were welcomed by Orlando and Rachael, Steve and Sue, and Jen who had earlier arrived by car. It was good to get the key to our room and out of leathers, plus perhaps a Coopers or two. Unfortunately the day took a darker turn when word came through of the passing of Ric in hospital that afternoon.

Suffice to say that it was a quieter night than usual Dargo, it was always one of Ric's must do rides and his company and dapper dress sense were greatly missed. RIP Ricardo.



Al fresco dinner at the Dargo Hotel.

Dargo 2023 - DAY 2

By Kathy Hodge



Weather prediction for Sunday was rain but we woke up to a balmy morning with a few clouds in the sky.

We rode up to the meeting point: front of The Dargo pub for a group photo of our bikes and riders.

A bike space was left empty in tribute to Riccardo Begg who had done many annual Dargo runs with the club.

Steve Frew got his drone out and got some great shots from a different perspective of the pub and bikes.

While waiting for the obligatory photo shoot, club secretary, Orlando noted a fellow rider, Armando had a flat back tyre.

The tyre was repaired skilfully by club editor Neil Larson with fellow club members supplying advice.

Lucky this was picked up at the start of the ride and was handy at The Dargo general store where air was available.





Armando finds his rear tyre is flat.



Al fresco dinner at the Dargo Hotel.

Club treasurer, George had woken with a painful eye so was unable to ride his V4 street fighter home.

Mornington Ducati provided breakfast at The Dargo general store of bacon and egg rolls and coffee which was a great kick start to the day.

After our farewells and hugs goodbye, we headed off at 9am on a dry Dargo road with no traffic.

We regrouped at the corner of Beverleys road and Dargo road with the obligatory photo of the bus stop and Gavin.

See Desmoto February 2015 front cover.

Our second stop was Stratford for fuel and snack.

We then headed on some familiar back roads as we followed Glenn.

A scheduled toilet stop at Yallourn North was made, where we heard that Andrew Wallace on his new KTM had ran out of fuel despite his fuel gauge showing he had fuel. Turns out the dealer had forgot to turn the fuel tap on between the twin tanks.

We made our way along Old Sale road and we wound our way to Bunyip.

Lunch was at The Bunyip Pub which was a first for us and a good feed and service.

By this stage of the ride, the numbers of riders reduced by at least half by the time we got to lunch with riders departing to head home in different directions.

We were home by 3pm as we live only 20 minutes from Bunyip.

Glenn had scheduled a shortish day of less than 300 kilometres.

If you haven't ridden into Dargo, I definitely recommend it and I have done a fair few.

I remember my first ride in, I didn't enjoy it. I was tired and the hard part was at the end of the day as you ride into Dargo. It seemed a long way in and never ending.

Now it doesn't seem long enough.



George day 2.



Where are you Andrew



Glenn on George's Streetfighter.



Day 1- lunch before the torrential rain.



Day 2 start, and our bikes.





FUN DAYS ARE BACK!

By Neil Larson

© 2023 Russ @Foot in Bowl Photography

Track days (we prefer to call them Fun Days) are part of the DNA of our club, just as racing is part of the DNA of Ducati, and we're super stoked to have pulled Fun Days back from potential extinction.

The day has been run, and the feedback we received was that riders had a fabulous day!

Phillip Island turned on the weather, which was perfect from 7 am onward, at times it was even hot in the sun, but no-one was complaining about their tyres lack of grip!

Huge thanks to:

- Andrew Pugliese and his team from Mornington Ducati. The MD riders took over a double garage, and seemed to enjoy every part of the day
- Luke Sibson of PI Operations – for offering us this perfect date, and lobbying for us to keep the date before the track resurfacing
- Karen Duffy and her team from Motorsport Marshalls. Karen was the Chief Marshall and Start Line Marshall on the day, and she and Wayne kept the sessions moving with practiced precision.
- Wayne Sanders – for being here as the MV Licensed Official – required under new MA insurance requirements. We know Wayne had a volume of paperwork to submit after the event – we're thankful we didn't have to do that ;)

- Caroline Garlick – MV Sport Development Officer for the Permit and organising Wayne to attend
- Josh and Para of Medical Edge Australia, our paramedics for the day
- Rachael and Orlando for all of the website, registration, Fun Day number allocation etc!
- The Fun Day Planning Committee

We're waiting for a couple of invoices to arrive, but it appears at this stage that we have made a small profit of \$4,000 – 5,000. A perfect date certainly helped with solid registrations, but we now believe we have a template for ensuring future Fun Day's are as fun, and also financially positive.

The Fun Day Planning Committee has already met for a debrief, and we are working on securing a date in late October - we would have liked one early in the year but PI is very busy, and unfortunately (unbelievably – wink) other more frequent users are offered dates before us.

We're also working on a list of improvement areas (including the garage fee in the registration fee, visual markers in pit lane for the next session, reducing down time after recoveries, are just some of them), but we'd like input from riders on the day.



So Vice Pres Rachael will be sending out a survey to participants via our Wild Apricot web system. Please feel free to give us your honest feedback!

Wayen and Karen run the schedule and the circuit with precision.





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eni i-Ride high-performance lubricants are capable of providing superior protection, longer service intervals and improved reliability for your bike's engine. Individual formulas are designed specifically to meet the strains of stop-start street riding, distance touring, extreme off-road riding, scooters, track day race bikes and everything in between.

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DESMOTO PROFILE

Anthony Duck

Occupation? Sales Manager

What suburb do you live in? Frankston

When did you first join DOCV? 18/11/23

What made you join the club? I bought a Ducati

What bike(s) do you have? Multistrada v4 pikes Peak

What was your first bike? Dr 100

What is your dream bike? Multistrada v4 RS

What type of club events are you most interested in? Weekend rides, Midweek rides, Overnight rides, Track days, Social events like lunch meets and BBQs

What's your favourite Ducati colour? Red

Your favourite road to ride in Victoria? Great Ocean Road

What's the greatest bit of equipment you bought for your garage/workshop recently? Track stand

If you follow motorcycle racing, who is your favourite rider? Jack Miller








Do you follow any bike channels on YouTube, listen to podcasts or read bike magazines?

Any recommendations? After the flag motogp.com

Any final comment for the club, or Desmoto? Coming back to riding after 20+ years away bit rusty.



Your DOCV Committee – who to contact if you need help or advice:

President	Vice President / Membership	Secretary	Treasurer	Club Captain	Desmoto Editor	Spares / Club Permits
						
Oliver Barrett	Rachael Alexander	Orlando Iluffi	George Rappold	Chris Williams	Neil Larson	Daryl Grant
All club matters	Membership, stands in for Pres	Meeting minutes, official documents	Payments, accounts and advertising	Rides and Fun Days	Desmoto	Spares, tools and advice
pres@docv.org	vicepres@docv.org	sec@docv.org	treas@docv.org	captain@docv.org	editor@docv.org	spares@docv.org



**WE WANT
YOU!**

**To contribute to
Desmoto!**

We need your Ride Reports,
gear tests, photos, thoughts
on things you've seen, and
anything Ducati and club
related members would be
interested in!

WE WANT YOU! – BUT WHAT DO YOU WANT?

What is Desmoto?

The club magazine (now nearly 50 years old) allows us to inform and maintain a connection with you the club members, allows members to contribute views and thoughts, to promote activities you can take part in, to update you on important events, and enables you to keep in touch with other members and friends. It's a place for Ride Reports, gear tests, and thoughts on anything club or Ducati related, and generally a place to keep in touch with and get Club information.

It started out as a newsletter and over the years has morphed into a glossy 36 or 40 page magazine, and in that time it's production has moved from Roneo, to print, to digital.

Problem:

Desmoto has always relied on Member contributions to maintain interest, make the magazine a good read and generally keep it of value and in good health – unfortunately over time we have been receiving fewer and fewer contributions from members. This means the Editors have had to resort to using Ducati News and internet sourced material to fill out each edition.

Solutions?

- ▶ **PREFERRED** - Members send in more stuff!
Do you like reading articles and items of interest supplied by Members?
When did you last contribute an article or an item of interest?
If every Member aimed to contribute just one ride report or tech review or other article per year Desmoto would be a fat happy production brimming with news and things of interest
- ▶ **POSSIBLE** – We continue as is, but we reduce the number of pages in line with the contributions received.
- ▶ **LIKELY** – Absent the 'preferred solution' above, Desmoto will likely become a magazine produced every second month, with a Club Update newsletter emailed in alternate months.

Please let me have your comments, solutions, articles, views etc. at editor@docv.org - I would love to have a full inbox on this issue 😊

Cheers,

Neil





Italian Motorcycle Festival

Words and photos by Russ Murray

Many may remember the Festival of Italian Motorcycles in it's heyday when it was held in the forecourt of the Melbourne Museum as part of the museum's Renaissance exhibition. Since then it has moved to a park in Lygon St before the final FoIM at the Preston Market. Unfortunately, due to Covid and a lack of an organiser, there has been no FoIM, that is until now when Benzina Stables in conjunction with Melbourne Ducati Riders undertook the Italian Motorcycle Festival held at Benzina Stables in Preston on a Sunday morning.

Inside the Benzina Stables warehouse was an array of bikes, both Italian and other marques, some Italian cars along with a few vendors including a very busy coffee van. The Ducati on display included numerous 916/996/998 Ducatis, a lineup of 4 limited edition Bayliss bikes, 999S Ducati, 900 Superlight Ducati a Paul Smart Sport classic, a red Desmocedici and some of the 'modern' Ducatis including a Panigale V4R and a V4 SP2 Panigale. Of special note, although the significance may be perhaps lost on some visitors, was the stunning Cucciolo in a 1950s Raleigh pushbike





frame. Other bikes included a HB3 Bimota, AMG F3 Corse and Pirelli Brutale MV Agustas, RSV Aprilia, and a classic MV Agusta. The music was provided by a classic Vespa with a turntable mounted on a sidecar.

While the display inside was limited due to available space, outside saw numerous bikes parked both on the street and in the adjoining carpark. What I found interesting was that many of the bikes were seldom seen on the road although that may not be applicable to the Moto Guzzi fraternity who tend to clock up the kms. Whilst most of the Guzzis were the larger engine

capacities including a few 500cc Monzas, a little Galletto with the spare wheel mounted on the front of the 'fairing' made an appearance. One of the 'rarer' bikes was a MV Agusta America adjacent to 175cc MV from the fifties. The modern MVs included F4s and F3s as well as the exclusive F4 Tamburini. Bimotas were well represented with a Tesi 3D, DB3 Mantra, and the stunning SB6.

As might be expected, Ducatis dominated the day, with a number of Panigales although there was a lack of Scramblers and Multistradas. One rider rocked on





the Carlin Dunne Multi that he raced at Pikes Peak. What was impressive was the older Ducatis which were seen including a number of 748 and 916 models, an 'first edition' 900 Monster, SSs from the nineties and 2000s including a 900 FE, a black and gold 900SS, a MHR and MHE, a 900 S2, some Sport Classics, a couple of GTs from the seventies and 1989 750 Sport. The smaller capacities were represented by a 250 Mk 3, a Mach 1 and a blue & gold Ducati Sport.

Bikes from the Aprilia stable were dotted around the carpark along with some Laverdas and a Lucky Strike Cagiva. There was also the first of the three versions

of the Benelli TRE with the under the tail fans. Laverdas had a small presence with some latecomers.

The Festival is not just about looking at a variety of bikes but also about catching up with friends, evidenced by the friendly atmosphere which pervades the event with riders coming from as far as Gippsland for the day. Speaking to Luke from Benzina Stables, the day exceeded his expectations both with the 'overwhelming turnout' and the 'great positive atmosphere' on the day. Word has it, a bigger and better Italian Motorcycle Festival is planned for 2024.





New Members Intro Ride

3 December 2023



Ride Leader: Evan Rubenstein
Ride Report by Tom Hinton

The club's New Member Intro Rides are held quarterly to help new members get their feet wet and experience the fun of an organised group ride.

Originally scheduled for 26 November, it was decided, after Intro Ride hopefuls had received a bit of a drenching on their way to the start of the ride, to postpone to 3 December, as the rain was not abating.

Fortunately, on 3 December the weather was good enough to ride – not perfect, but good enough and decidedly better than the week before. 3 new members, Euan Brown, Tom Hinton and Diego Rodriguez were there for the 10.30 departure as were Matt Rubenstein and his mate and past DOCV member, Daniel Garber.

Just to confuse the new members of the Ducati Owners Club of Victoria that were present, two esteemed and long-standing members of the club turned up riding KTM's would you believe; Glenn Loechel and Oliver Barret, the latter of whom, on rare occasions nowadays it would seem, shows up on an actual Ducati, a marque of which he has two splendid, perfectly serviceable and road registered examples! Go figure.

After organising and leading the previous weeks club excursion to Dargo, Glenn happily volunteered to don the tail-end-charlie's fluoro vest and bring up the rear of the (small) column of riders.

This particular New Members ride departs from one of the club's regular departure points; Platters Café in Diamond creek, where everyone had gathered in good time. Introductions done, beverages drained, the New Members 'First Ride' briefing was next. This covers the ride itinerary, group riding procedure and what to expect on the ride. After some interjections, questions

and clarifications, we set off into a rather grey morning. Within the first 10 km or so, all riders had overcome their stage fright and marked at least one corner so that further progress was fluid.

Our route went through St Andrews, Kinglake and Murrindindi, for the lunch stop at Marmalades, a pleasant and quite reasonably priced venue, in Yea.

From Yea, the ride takes the C725 through Flowerdale and Kinglake West continuing on to Mount Sugarloaf for a brief stop. From Mount Sugarloaf there is a good view of the city about 60 km away - always a surprise to people who have ridden in this area before.

The ride ended at 3:30 pm, with a brisk run into Healesville from Toolangi on the Meyers Creek Road. Thanks to Glen for TEC, thanks the new members that attended and the others that supported the turnout.

"I really enjoyed the New Member's Ride last Sunday. It was great to meet the other new member, Diego and the not-so-new members who were all friendly and made us feel welcome. I was impressed that our Club President, Oliver, also joined us for the ride.

"I feel that the route Evan chose was just right for the day. Plenty of corners but also some easy bits to stretch the legs and look at a bit of country side. Being in a group of eight riders had the advantage of giving us plenty of corner marking practice and developing a smooth flow.

"I have been on many group rides with other clubs but this one was much more fun. It is clear to me that DOCV does it really well.

"A big vote of thanks to the organisers and all the riders who came along to make it such a special day."



Multistrada V2S - One Year On

By Gerard Anderson

My 2022 Multi V2S has just had its first annual service at around 13,000km, the most I have ridden in a single year since I started riding. To celebrate, I decided to jot down some thoughts on this bike on this auspicious occasion!

Looking back at the new rider report that I filed shortly after joining the club this year, I responded to some of Neil's standard questions:

Why did you buy it?

The suspension technology is just amazing. The engine is exciting, and while half the capacity of a Harley just spins up so quickly! The handling is terrific and being able to customise the ride modes is revolutionary to me! I prefer buying new and looking after the bike, so being able to get the Ever Red extended warranty was handy and overcame some misgivings on reliability. It was by far the best option for my self imposed budget. And despite how it looks, the seat is surprisingly comfortable; I feel much better at the end of a long day's ride than I did on the supposedly comfortable Harley.

So after a year does the above still hold?

It is by far the most comfortable of the bikes I have owned for any longer distance travel. I am still a big fan of the suspension on this bike. I had a run around the You-yangs, Anakie, Steiglitz, Meredith and a loop back through Mount Edgerton, Durdideriwah to Anakie. Due to some navigational oversights (ahem), I managed to find a large variety of surfaces from entirely smooth bitumen, corrugated bitumen, well graded unmade roads, and corrugated unmade roads with a fiendishly slippery covering of small gravel that felt like riding on marbles. I was able to use the riding modes to suit the surface and for the most part felt will in control (aside from the fiendish gravel!). Where I would probably have kept to the bitumen on bikes I previously owned, I was confident enough to give it a go on these lesser surfaces, bearing in mind I have very little off-bitumen experience. One issue I have though is that there is a slight weep from one of the front forks which is currently awaiting a warranty claim from Ducati. I am hoping that will all work out in my favour!

I am still enjoying the handling and engine performance. The bike feels more stable when pushed through corners with gusto. A tad more torque would be nice for freeways, but I think there is a good compromise for me with the nimbleness and engine capacity on this bike. It accelerates quickly enough for me, and the brakes work well too!



How do you like the look of it? The colours?

The Multi is the best looking among a bunch of fairly average looking bikes in that segment! I forget about the looks while I am riding. I ended up with the Grey with red wheels as it was the only one I could source off the floor when I was buying! I probably would have gone for red, but in the end I like this colour scheme a lot.

One year on I still like the look of the bike as it is pretty understated and doesn't draw unnecessary attention! The only downside is that I managed to get some polishing swirls in the paintwork early on and I managed to scratch the screen being a bit over zealous with cleaning.

What don't you like about it?

I've had it long enough to have a couple of niggles.

There seems to be a lack of after-market accessories for this particular model. I expect this will be fixed in due course.

The foot pegs, clutch and brake levers are barely just large enough for my feet - a bit longer would be nice!

Coming from shaft (and briefly belt) drive, chain maintenance is a bit of a pain.

I would like it to be a tad lower. I can comfortably get one foot flat, but ideally would like more purchase with 2 feet down!

Expensive to replace parts - I dented the rim in a pothole (first ride with the Club!) - an attempted repair ended up with a crack the wheel, so needed a replacement which was an eye-watering cost.

Other than that, I am very happy with it!

In terms of niggles, I have managed to overcome most of these. Re accessories. I ended up getting a Ducati top case as I could not get any third parties to state

that their product would fit the newer model V2. I also ended up having a centre stand fitted which I should have done from new. However, this is not the easiest to use. I found it easier to use the centre stand on my BMW which was 40 or 50 kg heavier! I'll persevere until I get the knack.

I have familiarised myself with the footpegs and levers so these seem normal to me now, so no problem there.

That comes to the chain maintenance which I find a chore! That one is not going to go away.

I am pretty used to the seat height and would say that is not a problem either, other than executing u-turns on slippery gravel and doing a reverse park on sloping surfaces where I sometimes am on my toes.

Any more accessories? Well, yes, I am definitely thinking about getting a GPS as I am finding google maps extremely frustrating!

I still plan on keeping this bike for at least the next couple of years and more if I don't encounter any major issues.

I'd also like to say a thanks to all in the DOCV who have made me feel welcome in the short time I have been a member. I have been on several of the club rides so far and am looking forward to the Dargo weekend (only a few days away as I write this), and the Tiger Hunt, and hopefully many other adventures ahead!




Editor's notes:

Firstly, thanks for the article Gerard – very interesting and informative!


Secondly, we can offer some advice (which you are of course at liberty to take or not):

I would like it to be a tad lower – a good suspension specialist can setup the suspension for your weight and riding style, and can most likely lower the bike 15 or 20 mm at the same time.


Chain maintenance is a chore – A Scottoiler might be useful here.

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1982 DUCATI 900 DARMAH, \$25,000, includes some specific tools, manuals, bikini fairing, box of bits n pieces I will never use... This bike has been privately imported from Italy to NSW and has a NSW Main Roads Authority number stamped into the frame. I am the 3rd owner and purchased the bike in about 2001, has been on club reg but now expired. I would say its roadworthy but may need a new front tyre. Shortly after purchasing I had a total rebuild of the motor with hi comp pistons, oversized cylinders bore, all engine casings were wet bead blasted, all alloy was high polished, front forks have been reconditioned petrol tank has been fitted with a polymer inner lining, new electrics were fitted with standard car fuses, new ignition switch, new swingarm bushes, and pins, gold x ring chain fitted, sprockets in good condition, 40 mm dellorto carbs, with associated air pods, Previous owner seems to have tried to imitate an SSD, however this bike is originally an SD 900, clip on handlebars, Bar end mirrors, Starts and goes well. Has had an extended Clutch arm fitted for ease of operation, Surflex clutch plates fitted during rebuild. Gearsack and frame included, Front Head Light chromed and mounted to suit bikini fairing. StainTune Exhaust pipes, Icon rear shocks fitted. Phone Ian 0417390632. Email: gippy1963@hotmail.com



DUCATI 959 PANIGALE CORSE, December 2019 import, in immaculate condition, always garaged, never raced or dropped, with all paperwork and service history; 4321km. Comes complete with: - Full Akropovic Titanium exhaust system - Ducati Performance Rear Sets with carbon fibre heel guards - Ducati Performance Radiator Guard - Ducati Single Seat Cowl - Ducati front & rear stands - Ducati fitted battery charger - Ducati tank protector - Ducati bike cover. \$25,000 Contact Paul: 0408 996 916



WANTED: CIAO DUCATISTA. I'm reaching out to the clubs in search of a GTS900, any condition considered. Many thanks, Sharleyne Purple, DOCQ 0487931521

2020 DUCATI MONSTER 821.

Immaculate condition; All service records; Recently serviced; Still under Ducati Factory Ever Red extended warranty until 15.9.2024 and furthermore this can be transferred to the buyer for piece of mind; Fitted with Evotech Performance Engine Guard and Evotech Performance Radiator Guard; Puig New Generation Sport Screen. Comes with Ducati Paddock/Workshop Rear Stand and Ducati trickle charger adapter. Rego to 3/2024. \$13,990. Contact Rob: 0407 193 708



1981 DUCATI DARMAR FOR SALE.

In excellent condition and currently on DOCV Club Permit Scheme and is offered for sale as is by the second owner.

- low km (less than 1k) on fully rebuilt engine by Brooke Henry of Vee Two. Receipts available.
- Sach electronic ignition with Bosch GT40 high performance ignition Coils
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- New Delorto PHF36 Carbies.
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- Stainless Steel Conti Replica Slip on Silencers.

This bike rides better than new. It presents well with only some minor paint blemishes on the tank. A great opportunity exists here to secure an investment in this fine example of Ducati history. Please contact Walter on 0428328187 to express an interest. Asking price \$29800 ono.



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Accessories: Ducati Carbon Number plate holder; Ducati Smoke-tinted windscreen; Ducati Passenger Seat Cover; Ducati Raised Passenger Seat. (plus the factory-fitted seat); Ducati Carbon tank guard; Rizoma oil reservoirs; Rizoma Brake levers; Evotech Radiator guard. Contact Pawan 0450 486 996



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<https://www.docv.org>

DOCV Club rides – *who does what, and what everyone needs to do*

By your DOCV Committee

In general a DOCV club ride runs like a well-oiled machine thanks to the well developed ride procedure and the roles of the Ride Leader and TEC. However we all need to be aware of what we all have to do to make a club ride work for everyone:

Ride Leader:

- **Works out a route** (including starting location, regrouping, fuels stops, coffee, lunch, a finish point and estimated time)
- **Provides a map, registration sheet**, ensures all riders fill it out
- **Does a comprehensive pre-ride briefing**, makes sure everyone understands it, and asks for questions
- **Leads the ride** (briskly but safely), indicates where corner markers are to stop
- **Keeps the group moving** at fuel, coffee and lunch stops
- **Communicates with and keeps an eye on TEC** at stops so that everyone moves off promptly
- **At the end of the ride has an End-of-ride Briefing** so that everyone is clear the ride has officially finished
- **Collects the flouro vests and indicates the way back**

Riders:

- **Listen to and understand rider briefing**, asking questions if not clear
- **Keep an eye on Ride Leader & TEC** at stops so that they can move off promptly when Ride Leader sets off
- **Corner mark as required** (one or two per corner per the briefing) and keep an eye out for TEC so they can move smoothly in front of him/her as he/she approaches
- **Move quickly at fuel stops** so other riders can refuel and other vehicles can use the servo too
- **Follow the Ride Leader's cues** eg. don't remove helmet unless Ride Leader does
- **Keep the group moving**
- **Be ready to assist other riders if required**, and should be ready to assist in an emergency
- **Let TEC know of any issues along the way** or if they are leaving the group early
- **Thank the Ride Leader and TEC** at the end of the ride!

Tail End Charlie:

- Understands that they will be giving up their riding freedom for the benefit of the group
- Understands that they need patience – they will be riding only as fast as the slowest rider
- Understands that they have to be quick at fuel and coffee stops
- Understands they may have to manage an emergency **plus:**
- **Communicates with and keeps an eye on Ride Leader at stops** so that the group moves off promptly when Ride Leader sets off
- **Communicates** (hand wave, headlight dip, horn etc) to corner markers so they can move smoothly in front of him/her
- **Keeps the group moving by communicating with ride leader** and by being ready when the Ride Leader sets off
- **Rides a comfortable distance** (eg. 100 Metres) behind the last rider
- **Has the Ride Leader's phone number for emergencies**
- **Knows how to handle an emergency situation**

In an emergency situation:

- **If someone crashes the first thing to do is to render assistance**
- **Make the scene safe**
- **Only then attend to the injured rider**
- **Contact emergency services**
- **Organise recovery of the bike**

There is a lot to do, but mostly it just consists of being aware of what's happening at all times.

And there is just as much for TEC to do as there is for the Ride Leader. Don't let that dissuade you from being TEC though – it's a lot of fun, and we often swap TEC over lunch so the morning TEC can go for a blast too. And it forces you to slow down and enjoy the scenery.



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Riding Etiquette

1. RIDE YOUR OWN RIDE/PACE:

The DOCV has riders of many differing skill levels as we have no minimum standard of skill required to join (other than a valid motorcycle license).

Do not try and follow someone who is riding above YOUR comfortable pace as you may not be able to react to an emergency situation as well as they can. If you are pushing your limits trying to keep up, you are more likely to come to grief and possibly hurt others. The club would rather wait for you than you have an accident.

Know your own limits and ride to them!

2. PETROL:

When meeting in the morning for a ride, you are expected to have a FULL tank of petrol. If one fills up at a servo, we all fill up. Use the lead rider as a guide.

3. CORNER MARKING:

Firstly, the 'Lead' rider and 'Tail End Charlie' (TEC) rider/s, plus any variation to the standard corner making system, are discussed at the riders briefing in the morning. So pay attention!

Upon approaching an intersection or turn-off that moves away from the current route, the lead rider signals to the second rider in the group to stop and wait with their bike clearly pointing in the new direction. Only once all other riders have passed and the TEC arrives may the corner marker move on and so on and so on.

If something needs to be communicated to a corner marker, pull over and TELL them. You NEVER leave the corner till the TEC comes through and the TEC does not pass anyone.

If you pull up at a T intersection and no one is there, STOP. It is easier to phone someone rather than trying to find someone heading in the wrong direction.

When on a big ride with lots of turn-off's the leader rider may pull over to regroup. If he stays on the bike, helmet and gloves on, do the same. It usually means that we'll be continuing shortly.

The second person marking the corner should endeavour to keep the TEC in visual contact at least until they get to the next corner marker at which point the next corner marker is handed responsibility for the safety and guidance of the TEC.

Keep in mind that the TEC of the day may not be as fast as you, may not know the roads like you do, or perhaps is on the phone to the lead-rider discussing some issue up ahead. If you want to chase down Pecco, please wait until after you mark the next corner.

4. OVERTAKING:

Riding in a group can be heaps of fun, but it's also important to remember those around for you. All we ask is that you have consideration for the whole group when riding. If a rider has caught up to you in a twisty section and they have their indicator on they are asking nicely to overtake you, so help them out, move to the left of your lane (if safe to do so) and kick them through. They are most likely quicker and would rather not overtake you in a dangerous spot/manner. And do not race them to the next corner, this is very dangerous and will not be tolerated.

BEPATIENT when you catch up to another rider, especially as they will most likely be letting you through momentarily. Most reckless overtaking moves happen because someone is rushing or trying to keep up.

Most importantly, NEVER overtake on the left of someone in a single lane, only overtake on the right. When overtaking someone within the group don't cut back immediately (if possible) and spray them with stones from the centre of the road. Avoid overtaking other bikes within the group at high speed. They often don't see you coming and it frightens the crap out of them. When passing cars try to avoid overtaking as a group. The lead rider may judge their 'overtake' so that they can pass safely, but it may leave you hung out to dry on the wrong side of the road.

5. FORMATION:

Formation is mostly used in transit sections and is the way everyone rides staggered on alternate sides within a lane, one bike in the right hand wheel track, the other, behind and in the left hand wheel track and so on. For safety, as the speeds rise, so should the gap between riders.

DO NOT ride side by side in the same lane. Keep to your side of the road. Do not move to the other side of the road before a corner (even on unmarked roads), it can lead to accidents from vehicles coming the other way or from someone overtaking you.

6. NEW MEMBERS:

For your first ride, the easiest place to start the day is at the back of the pack, regardless of how good a rider you may think you are. You most likely will have no idea of what people are doing or how fast they are capable of going, so this will save you from getting into a sticky situation.

If you are comfortably keeping up, you can slowly move through the pack till you find someone who rides at the same pace as you, and generally, this will be a good place to stay. Try and avoid overtaking everyone in transit sections if it means holding them up in the next twisty section.



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