

# DESMOTO

**DUCATI** OWNERS **CLUB** of VICTORIA

MARCH 2024



NEXT MEETING:

**Tuesday 19<sup>th</sup> March at The Mannigham**

Please register on [www.docv.org](http://www.docv.org)





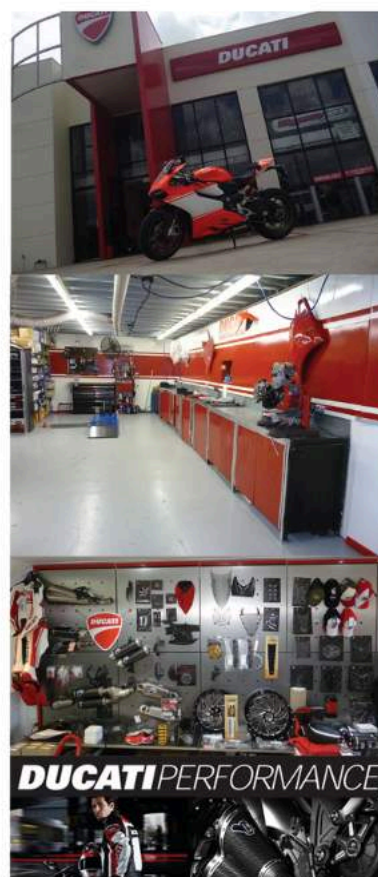
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MARCH 2024

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<https://www.docv.org>

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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](mailto: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:** The GODS in Tassie. Photo by Peter Varalla.

**Back page:** Ducati singles by Russ.

# Ducati Owners Club of Victoria Inc.

PO Box 16 Box Hill Victoria 3128  
Incorporated Association Registration #A80B

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Peter Sack, Stephen Frew, Ralph Green (dec),  
John Slater, Russ Murray.

### 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! Happy New Year!

**W**e're into Autumn but it still feels like summer. Fingers crossed we have a couple more months of super riding weather.

It's been a busy February and March! Tassie Tiger Hunts done four ways, a New Members Ride, a Red Plate Ride (story in the April Desmoto), Mini Turismo (3 baking hot days, also in the next issue of Desmoto), and a lot more to come.

There's a lot to be thankful for. I was enjoying having my Multi back on the road, and the crisp morning air of the Melba Highway on my way to the Butler's Pantry to be TEC for Evan on the New Members Ride to Kilcunda when the engine started to lose power. Uh oh, sounds and feels like I'm out of fuel. I looked for a safe place to pull over and coasted to a wider part of the verge. Hmm. I had visually check the fuel level in the tank after the excellent team at Mornington Ducati had replaced the heads, and it looked like 2/3 full. That would easily get me to the meeting point. I usually fill up anyway as I tend to have range anxiety, but as I was running 10 minutes late I decided to face my fears and cruise right past my local servo. So that's what happens the one time I resist range anxiety! I took off my helmet and put my thumb out, mentally calculating how much time I would lose hitchhiking into Yarra Glen and back. Making the 9:30 start was unlikely.

Then to my delight a Porsche 944 pulled up and the driver would down the passenger side window. The car had a full race roll cage, Recaro seats, 4 point race seat belts, and instruments all over the place.

I explained to the driver that I was a knucklehead, and could I get a lift to Yarra Glen. He said "I've got a better idea – I'll phone a mate who is just up the hill". After a minute of conversation he said "My mate will be here in 5 with fuel", and peeled off into the traffic, barely giving me a chance to thank him.

After 10 minutes a tradie ute came down the hill and pulled over, and a guardian angel in the form of a plumber pulled a jerrycan out of the back. We had fuel in the tank in under 5 minutes, and as he packed the jerrycan away I offered him \$20 for the fuel. He politely refused, saying that he rides bikes too, and that if he ever runs out of fuel he hopes someone will come to his rescue too.

So, to those two very kind hearted fellows "Thanks!" and I'll definitely try to do the same in future. So when I was Tail End Charlie on the recent Mini Turismo, and the bike in front of me ran out of fuel, I was more than happy to help out. No jerry can required though – the resourceful rider pushed it to the top of the next ridge, and coasted to the next servo. The moral of the story is – build up some Karma points if you can. People are good. And it's worth it.

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):*

**Mark, Gerard, PV, Evan, Malcolm, Oliver, Neil, R, Chris W, plus the DOCV committee and various YouTubers. Thanks to everybody!**



# president's report

Oliver Barrett

Hi fellow members

**I**t is hard to believe that the Tassie Tiger Hunt has been run and is done for another two years. There will no doubt be much written about the new format (Sports touring – Touring but stopping at sights - and the Dirty TTH innovation). As you will see elsewhere I am a great fan of the new format and, as before, somewhat in awe of the organising abilities of the three ride leaders. Our Club is all the better off to have Members with such skills and passion. Thanks Guys. Personally I had an absolute ball in the 'dirty' group and saw much, saw many new areas and saw some new and truly spectacular parts of Tasmania while 'spending' a new rear tyre over the nearly 3000 Klm of dirt.

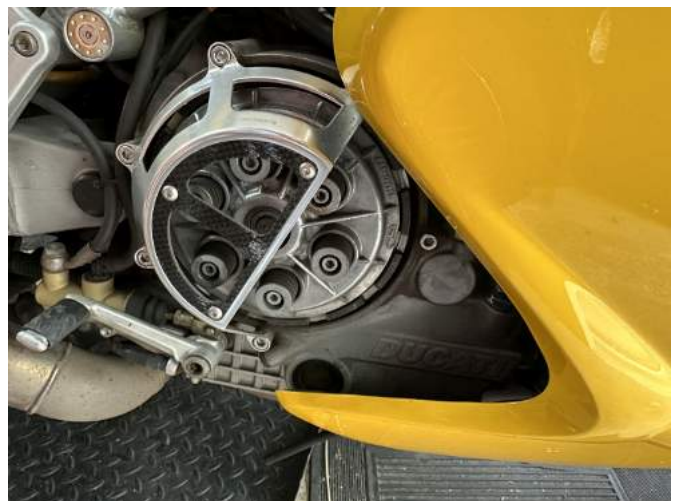
It has been a month of 'service' since my last report with 3 vehicles getting annual services just in the last week. B2s woes with electrical gremlins now seems to be sorted (when you get frustrated and grumpy about hours spent looking for a devious intermittent issue – leave it for a week or two and come back in a relaxed frame of mind – I did and found the issue that time round in under 30 minutes) so the yellow ST should be seen more often on club rides in the coming months. Recently belted and fettled by Brad and with a new clutch pack I am intent on using B2 a bit more than I did last year.

At our most recent Committee meeting on 5 March we started work on a long list of 'to do' items, we reviewed and discussed a couple of recent rides to seek out improvements, commenced work on a first aid course date [Saturday 11th May at The Manningham Hotel – see website 'Events' for details], a data security review, and discussed digital content management among other topics. We are aware of a couple of Members who have expertise in the IT/ Digital content area but would really like to hear from any members who have such skills and who would be interested to join a discussion on these topics and help guide us towards better if not best practice. If you have such skills and can spare an hour or two please let



me know so we can get the ball rolling with your help – we feel getting a range of views would be beneficial. We are also sending copies of Desmoto to committees of other Ducati Clubs in Australia to foster and develop the existing good relationships between the Clubs and to share information about what we are doing.

I managed to do only a half of the recent new member ride led by Evan due to some family commitments and a slipping clutch on B2 that led to a very sedate ride (cue new clutch pack installation)



**Gorgeous – who doesn't like a good 6 pack.**

It was a good size group with two committee members there to welcome new members and enjoy the day. When you next see the new ride come up on the Club calendar do consider coming along to meet and welcome new members with the added benefit of a nice relaxed ride. Having a few existing members to show the ropes really does make it easier for those on a first club ride.

I am also making a cheeky early comment about it only being a couple of months before we are due to have our annual general meeting. Have you considered joining the committee? – there are benefits in putting



something back into your club and it is always good to share positions around a wider group of club members. Please think about it and reflect on how you can participate to make our club even better. If you are interested now or even in a years time please let me know/have a chat.

See you on a ride soon.

Cheers.

*Oliver*

# ilrapporto del capitano

Chris Williams



Chris's Captains Report is included in the GODS Tour of Tassie story in this issue of Desmoto.

## 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.

**DEADLINE FOR SUBMISSIONS: END OF THE MONTH.** [editor@docv.org](mailto:editor@docv.org)

# treasurer's report

George Rappold



INCOME	Feb 24	Jan 24
Desmoto		
Events	70.00	300.00
Memberships	19,376.64	110.65
Merchandise		
Other	37.75	203.55
<b>Total Income</b>	<b>19,484.39</b>	<b>614.20</b>
<b>EXPENSES</b>		
Cost of Sales		
Desmoto	792.00	
Events	3,248.95	7,472.14
Membership		
Other	850.40	711.07
<b>Total Expenses</b>	<b>4,891.35</b>	<b>8,183.21</b>
<b>Operating Profit/(Loss)</b>	<b>14,593.04</b>	<b>(7,569.01)</b>
Cheque Account	14,873.52	1,414.52
Paypal	1,318.11	767.32
Debit Card	1,771.92	1,279.17
Cash Reserve/Contingency	35,236.89	35,199.14
Term Deposit 2/DOC	15,581.92	15,581.92
Term Deposit 3/50 <sup>th</sup> Ann	15,565.26	15,565.26
Trade Debtors		
Other Assets	2,813.60	2,813.60
<b>Net Assets</b>	<b>87,161.22</b>	<b>72,620.93</b>

## 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?







# Things of Beauty



## LIVING LEGEND: A METICULOUSLY RESTORED 1972 DUCATI 750 SPORT 'Z STRIPE'

By Bikeefix Posted 02/15/2024 By Wesley Reyneke. Images by Glen Allsop.

**T**HE LEGEND OF Paul Smart, Ducati, and the Imola race track is deeply entrenched in motorcycle history. Ducati's groundbreaking 750 GT was barely a year old when Fabio Taglioni introduced the revolutionary desmodromic valve timing system, paving the way for a race-spec version. Paul Smart and Bruno Spaggiari famously piloted the '750 Desmo' to first and second place respectively at the 1972 Imola 200, marking the dawn of Ducati's superbike era.

Most people associate Ducati's Imola 200 victory with the iconic 1974 750 Super Sport, but there's an even rarer motorcycle that preceded it. Wedged between the 750 GT and the 750 Super Sport in the annals of Ducati history is the 1972 Ducati 750 Sport.

Designed by Leopoldo Tartarini and produced in extremely limited numbers, the **Ducati** 750 Sport was essentially the closest thing to a production version of the 750 Imola Desmo. Like the race bike, it was derived from the 750 GT but made more power, thanks to an increased compression ratio and a pair of Dell'Orto PHF32A carbs. It also sported higher-spec components and could be specced with a fairing and twin front brakes, making it a great choice for track racers.

Curiously though, the 750 Sport still used the GT's regular valve train, rather than the new desmodromic system. This was presumably a move to keep costs down—or to give the desmo time to develop before sticking it in a production model.

The first edition of the 750 Sport wore a striking black and yellow livery, with a unique tank graphic that earned it the 'Z Stripe' nickname. Z Stripe 750s are as rare as you'd imagine them to be—and, sadly, easy to fake if you have a 750 GT and the right mix of parts.

This particular Z Stripe is the real deal though. It's currently gracing the floor of Moto Borgotaro in Brooklyn, New York—a shop that specializes in classic European motorcycles.

The bike was originally sold in Torino, Italy, in 1972—as verified by a copy of the original Italian registration. It was bought by a German enthusiast in 1988, before eventually ending up in the hands of Belgian-based Ducati collector Achim Gier, who painstakingly restored it.

Many restoration jobs are fraught with compromises and substitutions, mostly because it's hard to find





1972 Ducati 750 Sport.

original parts for vintage bikes. But Achim's dedication to making every inch of this Z Stripe 750 one hundred percent period correct is as commendable as it is mind-blowing.

**Motorcycle Classics** delves into Achim's meticulous restoration process, shedding light on his quest for authenticity. It tells how he rebuilt the motor, and how he hunted down a 1972-model Borrani rim to replace the incorrect 1974-model rim that had been fitted to the bike at some point. Enthusiasts will appreciate the originality of components like the Marzocchi forks, Scarab brakes, and fiberglass tank and tail.

The fairing is another original factory part, but Achim bought it years before laying hands on the 750 Sport. The mounting hardware and windscreen came from various other sources, and the paint was replicated by matching the color to the few new-old-stock parts that Achim had in stock. From the switches and clocks to the myriad stamped bolts, this 750 Sport is a time capsule like no other.

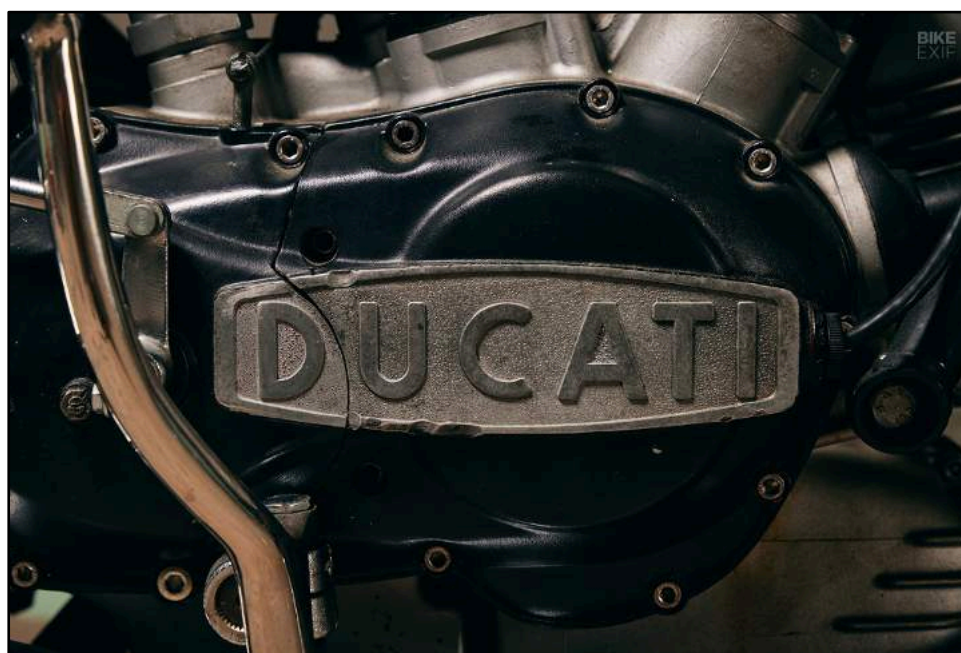
But don't just take our word for it. To verify the 750 Sport's authenticity, Peter brought in respected motorcycle historian and author, Ian Falloon.

"As the engine and frame number sequence was shared with the 750 GT, unfortunately, many examples of this model are

converted 750 GTs," reads an extract from Ian's official report. "But as this example has known history from its original sale in Italy in December 1972, it is almost certainly a genuine example and one of an estimated 300 produced during 1972."

"Most of the specific components that characterize a 1972 Ducati 750 Sport are also present. In terms of overall presentation, it would be one of the most original examples in existence."

Owning such a rare piece of motorcycle history is the stuff of dreams—but dreams don't come for free. This 1972 Ducati 750 Sport is currently being **offered for sale** by Moto Borgotaro, with its price available upon inquiry. As they say, if you have to ask...





# India trip

November 26 to 15 December 2023

By Malcolm Miles



I'm a little embarrassed to begin by declaring in Desmoto that my son and I hired 2 Royal Enfield Himalayas for our trek around Bengal, Sikkim, Meghalaya and Nagaland in the North East corner of India. At \$750 for both bikes for 18 days, I terminated my search for a Ducati right there.

The Royal Enfield Himalayas proved more than serviceable for our 2500km trip which at times was rock-hopping on washed out mountain roads, dawdling through goat strewn villages and on dual lane highways riddled with buses, trucks and rickshaws stacked with

straw. Sajal, a portly middle aged trader, I'd found on the interweb, had three Himalayas in his shed in the back streets of Siliguri, one looked pretty new and in good nick. When my son, who finally organised his bike licence on the day before we were due to leave, stalled it trying to do a shakedown ride Sajal's eyes narrowed. The friendliness he showed after handing over the money chilled and he wheeled out the older ones for us to take out into the peak hour traffic. Of course only after replacing the battery on one which would not start. The replacement battery looked older than the bike.

We'd flown from Calcutta to Siliguri, the main city of East Bengal and as well as hire the bikes there, this was also where we had to get our permits to enter Sikkim. The Chinese and Indians have had some serious arguments over the last few years and the mountainous region of Sikkim has military bases everywhere and even our permits would not let us up near the Chinese border. The week we spent in Sikkim was in the shadow of the world's third highest mountain, Mount Kanchenjunga which is in Nepal. This was an amazing backdrop to every temple, palace and valley







We opened Google maps (we'd bought SIMs in Calcutta when we arrived) and made our way back to the hotel before leaving Siliguri to Darjeeling the following day. We had Sena's on our helmets, absolutely invaluable when traversing any Indian city trying to coordinate an AirBnB or a curry at a dhaba after 4 or 5 hours in the saddle. If we'd been separated on our bikes it would be like the movie *Lion* all over again trying to reunite. Darjeeling is a forested steep-vallied tea growing area with 'toy' trains, tea plantations and Tenzing Norgays tomb. The roads are twisty but very busy, so although the road map appears like a great place to hang out, you rarely get out of second gear following trucks, buses and cars.

Tea tasted and plenty of curries digested, next day we took the road from Darjeeling via Jonteen to Ravangla with its enormous Buddha Park. It was a 7 hours, 350 km ride down into a valley some 1500 metres deep and then back up along a ridge through Namchi and the Temi Tea Gardens. The road down into the valley was off-camber with switch backs every hundred metres. It was supposedly sealed but had been cut up by trucks and four-wheel drives. Toby Price I'm not and that more than tested my meagre off-roading abilities. Up out of the valley and along the ridge the road became asphalted and well maintained. This road suited my road riding skills way better and had fun turns after sweeping bends for 60 kms.

## Yarr

On the way we stopped for pictures of Mount Kanchungjunga and met a pissed school teacher who insisted on escorting us, with the blinkers flashing on his Classic 350 into Ravangla. He was returning home to Ravangla for the Nepalese version of Taylor Swift's concert that evening and directed us to the worst hotel we stayed in all trip. It was \$4 a night for each room and

came complete with pubes in the shower and sheets and pillow slips that had been well used. Up til then most hotels or BnBs were neat and clean and nothing over \$60 for a double. Throughout the trip we could easily book our accommodation the night before, so choosing a route and where to stay was easy. That evening we ditched our 'guide', bopped along to Taylor Swiftnamajee, had a shocking nights sleep and left early to travel to the amazing temple, Samprodsi, overlooking the Nepalese border. From there it was back across the Sikkimese border into Bengal and the following day prepare to do another 7 hours or 300km towards Meghaliah. The trip concludes in the next edition of Desmoto as we ride along the Testa River, a tributary of the Ganges, through the mountains of Shillong and back along the Bangladesh border.





## Member Profile: Mike Jackson



**Occupation?** Owner operator of Mike's Bikes and Classic Cars, Ringwood

**What suburb do you live in?** Ringwood

**When did you first join DOCV?** 2024

**What made you join the club?**

A DOCV member, an absolute gent, insisted I join

**What bike(s) do you have?**

1998 Ducati 900 SS Final Edition

**What is your dream bike?**

The FE will do me fine - I love the Ducatis from the '90s

**What was your first bike?**

That was many bikes ago... it was a Honda CM 250

**What type of club events are you most interested in?** Dinners

**What's your favourite Ducati colour?**

Silver... but I do love the yellow and red

**If you have been a DOCV members for some time, which was the most memorable club event you participated in, and why?**

I attended a dinner once – it was great to be there

**Your favourite road to ride in Victoria?**

Great Alpine Road

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

Anything needed for motorcycle detailing, I probably have it - lots of bits and pieces here

**Any final comment for the club, or Desmoto?**

I may be a silent member for a while, but I appreciate very much being a part of the club. Thank you all for everything you've done so far to make it what it is!

Cheers, *Mike*

## DESMOTO ADVERTISING

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.

DOCV members receive a free business card-sized ad for their business for free.

For more information, or to book an ad, please reach out to George at [treas@docv.org](mailto:treas@docv.org)

Thank you for your support!

ADVERTISING FEES	11 issues
Full page ad.....	\$500
½ page ad.....	\$300
¼ page ad.....	\$200
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



## TOOL OF THE MONTH

### THREAD CHECKING BOARD

Is your garage or workshop a Metric and Imperial safe place?

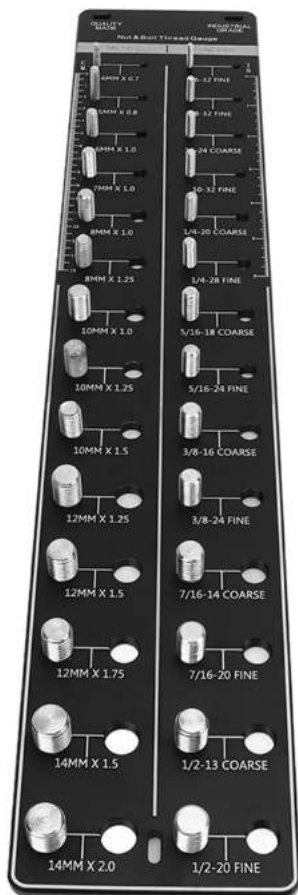
Where threaded bolts and nuts of different sizes happily hang out together?

Have trouble identifying if the bolt you've selected is actually 6 mm or quarter inch?

A thread checking board is your answer.

Around 50 bucks plus postage (less if you're prepared to roll the dice on *Ali*-decline-order-never arrive-**Express**).

And available in red or black. What's not to like?



### WHO IS THIS?



**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
<b>Oliver Barrett</b>	<b>Rachael Alexander</b>	<b>Orlando Iluffi</b>	<b>George Rappold</b>	<b>Chris Williams</b>	<b>Neil Larson</b>	<b>Daryl Grant</b>
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
<a href="mailto:pres@docv.org">pres@docv.org</a>	<a href="mailto:vicepres@docv.org">vicepres@docv.org</a>	<a href="mailto:sec@docv.org">sec@docv.org</a>	<a href="mailto:treas@docv.org">treas@docv.org</a>	<a href="mailto:captain@docv.org">captain@docv.org</a>	<a href="mailto:editor@docv.org">editor@docv.org</a>	<a href="mailto:spares@docv.org">spares@docv.org</a>





**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](mailto:editor@docv.org) - I would love to have a full inbox on this issue 😊

Cheers,

Neil







## la passione italiana

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# Neil's sports bikes and Garage Queens ride

24 March 2024, 9:30 am - 4:00 pm @ Yarra Ranges Cafe, 2445 Warburton Highway, Yarra Junction



We know there are a lot of sportsbikes in the club, particularly the legendary 916, 999 and 1098 models, so we're encouraging you to bring them out!

And there are a lot of garage queens (we love those!) which need a run every now and then too.

This ride has been prompted by and will be lead by our not-fast editor Neil.

The plan is an 'easyish' ride to the Neerim South Hotel. They've had some wild storms in the area lately, but all is back to normal, and the town needs a few visitors.

We're starting from a new departure point – the public carpark behind the Yarra Ranges Cafe in Yarra Junction.

**Note:** Google Maps shows this as Yarra Junction Pizza. To get to the carpark turn down Park Road, then left into the carpark.

From the Cafe it's an easy blast along the Powelltown Road through Noojee, up the Icy Creek Road to Willow Creek, and then across to Neerim South.

Please plan your commute to the Cafe to arrive no later than 9:15am, as we have the rider briefing to cover-off before we depart at 9:30 sharp.



Usually before a ride, we like to have a coffee, and a bit of a chat. So most will tend to arrive at least 30 minutes before departure time.

Don't forget to fill your tank!

A fun route with some low speed twisties and open country roads, but nothing too challenging, and with Neil leading it will definitely be at a comfortable pace.

Lunch is at 12:30. To return, we'll take the Powelltown Road back to finish at the Launching Place Hotel, at around 2:30 pm.

Please note: registration cut-off is the day before the event.







## New Members Ride

25 February 2024

By Evan Rubenstein

Only a week after returning from the epic 2024 Tassie Tiger Hunt, it was time for the third New Members ride to Kilcunda. The forecast was for a sunny day with temperatures up to the low 30's. Perfect!

Four days before the running of this ride, we had hit a New Members ride registration record: 18 riders! Wow! But, as is often the case, several last-minute cancelations and no-shows brought the number down to 12, of which 4 were long standing members, including, his excellency President Oliver the first and the clubs Desmoto editor, the right-honourable Neil Larson Esquire. Never mind, all welcome.

Briefing time. A thorough discussion on corner marking. "All good? any questions?", "NO". Coffee's drained and briefing done, we were about to take to the road at 9:50, when I received an unidentified text message, informing me that someone would be joining the ride at McDonalds Pakenham. As we were running a little bit late, I told this mysterious rider to meet us at the AM stop at Garfield rather, to save a bit of time. Hmmm. Who could this message be from?

I had had three or four text conversations already that morning with people messaging me about cancelling, and one trying to arrange a rendezvous somewhere along the route. Oh yeah. That's who it must be. What was his name again? Have to look that up ...Not now... later.

The scenic route that we took from The Butler's Pantry had a few features that aimed at getting everyone familiar with corner marking. "Lookin' good" I thought...

Just before pulling into Garfield, my phone read out a new message from the mystery rider we were supposed to be meeting up with. "Leaving Garfield, will see you in Kilcunda". Hmmm. Curiouser and curiouser! Who could this be. Doesn't sound like a newbie – they don't usually go ahead. Hmmm again.

Heading south through the hilly Gippsland countryside made for a great morning run. Very little traffic, pleasant scenery and some enjoyable twists and turns. At Loch, roughly the halfway point, everyone was together and accounted for. Onward.

Just before Kilcunda, the route turned toward Wonthaggi to fill up. No problem, corner was properly marked. Same again at the petrol station. But where was everyone? 10-15 minutes later they appeared. What had been going on? It seems our column was infiltrated by some other random Ducati riders and some wrong turns resulted. Apparently, it took a little while before people spotted these imposters and got themselves back on track. Hmmm again. This is a situation not covered in the briefing.

At the Kilcunda Hotel, two Pikes Peak Multistradas were parked outside and sitting at our reserved table, already tucking into their lunch, were Mr and Mrs Hodge, (the Gavin and Kathy variety). Turns out, they were the source of the messages I had been receiving. As they had not registered for the ride, I had no idea they were planning on joining the ride. Ok. That mystery was now solved. But there was another. We were one rider down. A half an hour or so later, the missing rider arrived having gotten lost on route. Not quite sure how this happened, perhaps a result the confusion with the other Ducati riders?





**Evan giving a thorough rider briefing.**

After all this drama, I was hoping for a less eventful ride back to Melbourne. The route back is straightforward and quiet. But this was not to be. Arriving at a particular turn that required a corner marker, I waited with the one rider that was behind me for about 15 minutes before trying to phone the rides tail end Charlie, and getting no answer. So we had to back track to see what was going on. After riding back to last corner that had been marked, about 5 km, I got a return call to tell me that the riders had turned off the tar road, onto a gravel stretch and were 10 or so km along this road and heading towards the Bass Highway. No explanation was offered and so a meeting point was arranged. We were now more than an hour behind schedule and so by general consent, it was decided to end the ride there.

Certainly, some important lessons were learned on this ride: What to do when the column gets split up and where exactly to go when encountering an unmarked junction that turns off the main route of travel?



### **Ed. I'll put in my 2 cents here.**

*Last question first: Where exactly to go when encountering an unmarked junction that turns off the main route of travel, and the corner is not marked?*

*Answer: Wait for other riders and Tail End Charlie. If the corner isn't marked, don't take it. Discuss with Tec and phone the ride leader.*

*Other question: "What to do when the column gets split up".*

*Answer: Pull over and regroup in a safe place, phone the ride leader and TEC.*

*How to avoid both of the above: Pay attention to the rider briefing, be alert on the road, and follow the corner marking rules.*

Nevertheless, the riding itself was fun. Here are some comments from the participants:

*"The new members' ride was a fantastic introduction to the club and organised group riding. Evan and the established members of the club were welcoming, patient and supportive to us newbies. The conversations at rest stops flowed as enjoyably as the roads between, and the lunch spot was a great feed to refuel for the return journey. The lessons in corner navigation were clear, meaning we could focus on enjoying amazing roads, spectacular views, and the sight of various Ducatis twisting through the hills ahead and behind. Thanks to everyone who joined in - I'm already looking forward to the next ride".*

### **Hamish Woonton**

*"I'd like to thank Evan, Neil and the other club members for welcoming us on the new members ride to Kilcunda. It was great to get out on some beautiful country roads and ride in a Ducati convoy for the first time. The mix of riding and social time gave us all the opportunity to challenge ourselves on the road and to meet new and existing club members. I look forward to my next group ride."*

### **Cameron Bacon**



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# Tiger Hunt - Day 0/1

By Gerard Anderson



First up I'd like to thank the organisers (Garry, Geoff, Glen and no doubt many others) for providing the opportunity for me to do my first motorbike tour of Tassie, and in fact my first trip longer than an overnighter.

In the lead up, I went through several iterations of gear choices and had to reduce the number of essential items to lighten the load in the top box to the rated 5kg. Luckily the weather was superb all week and I was able to make it through with a quick hand wash of a couple of items in Hobart.

I was also fretting over tyre wear - I was reasonably optimistic that mine would last the distance, and I was relieved to have been correct.

Taken the travel calm.. eating some interesting food on the SOT! Comfort..

**DAY 0** – Getting to the day sailing of the Spirit of Tasmania was an adventure in itself, working my way through the dark and into the bowels of Corio Bay. I was lucky enough to spot the turn off for the ferry at the last minute, and made reasonable time to be close to the front of the queue. The loading of the bike was relatively straightforward and I was sitting with a number of group members in the lounge in no time at all, or so it seemed.

Being a poor sailor, I immediately took the “travel calm” ... just in case. I have been known to go the old heave-ho, even on calm ferry crossings. Thankfully this time I was all good.

The good company of fellow DOCV members ensured the long hours passed relatively quickly.

Topics of conversation ranged far and wide:

- Waste disposal whilst caravanning and camping including the composting toilet receptacle v walk of shame to the disposal point, trowel rules whilst camping (careful not to get the trowel ‘dirty’)..
- The electrical earth in caravans. How does that work? There were lots of theories, but no conclusion.
- South African slang words (eg Zoutpiet which describes UK immigrants to South Africa. With one foot in the old country and one in the new, the remaining appendage ends up in the salt water.
- Should the age of legal responsibility be changed to age 16?
- Pizza oven hearth material.
- Free Willy King Island fun run.
- Taylor Swift phenomenon

Maybe this is why a large number of members decided to do the night sailing!







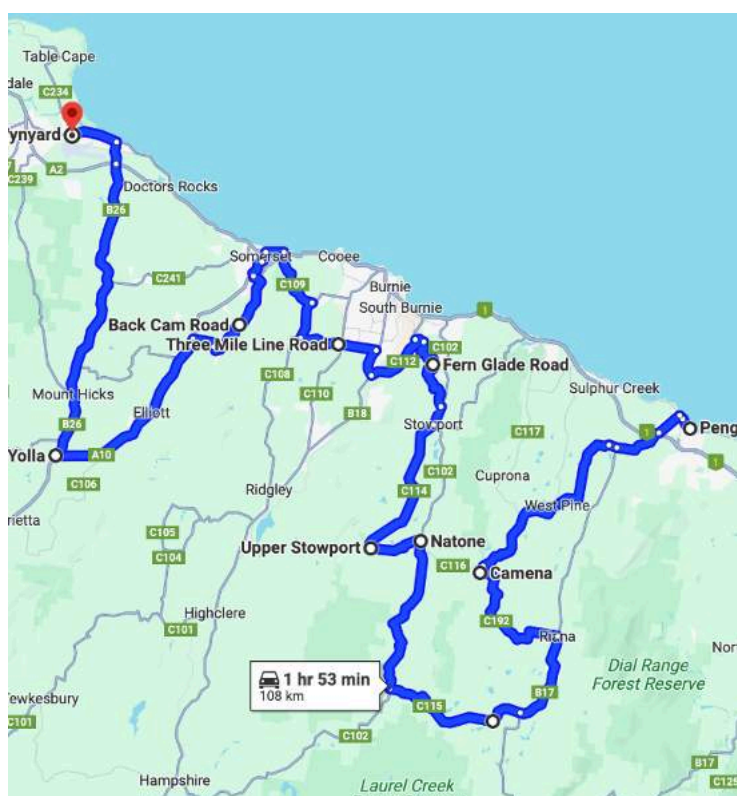
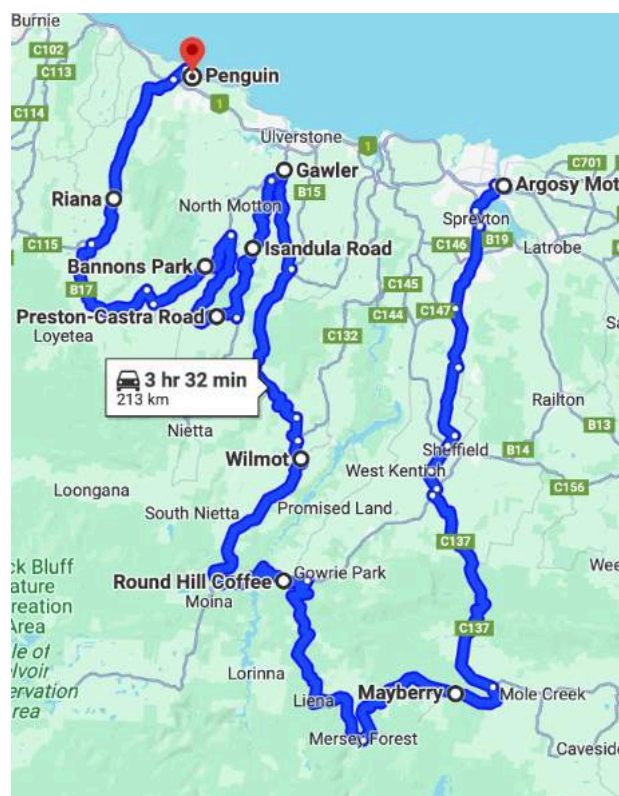
**DAY 1** – began with breakfast at the Argosy Motel and waiting for some time for the overnight sailors to arrive due to the late docking of the Ferry. The SOT Timetable is approximate only!

Want to know how to turn a 70km trip between Devonport and Wynyard into over 300km and over 5 hours of riding? Just follow Garry on the S-tour!

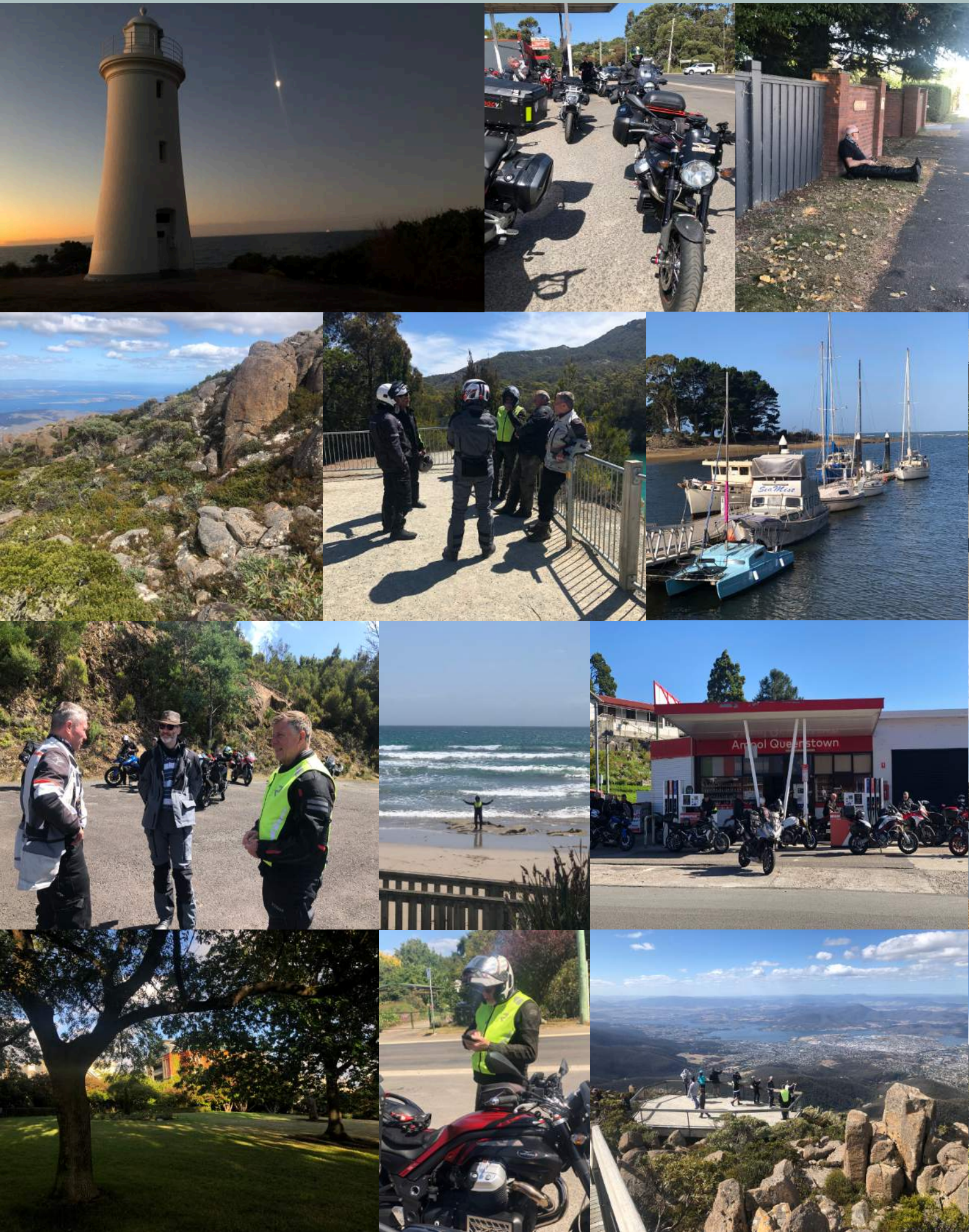
We stitched our way up and down the mid north-west along rollercoaster roads (ie lots of crests which then peeled left or right), some of which had little or no lane markings or poles (which yours truly found devilishly

tricky to 'read'). The road surfaces were very good - as a general comment, the worst Tassie roads were probably as good as the best mainland roads! There were a couple of alleged potholes spotted on the trip, but that's about it.

I spotted a notable amount of Tasmanian wildlife, unfortunately most of it was lying deceased on the road, and was to be avoided at all costs! The scenery was spectacular, and in particular, we had some ripping views of Cradle Mountain.













# Tiger Hunt - Day 2

By Mark Dulfer

After breakfast and a chat with the crazy dog lady, who puts her two dogs in a pram and walks 15km a day with them, we started with a brief run of only 50km to Black River to refuel both bike and body. The coffee was just the kick some of us needed to clear the head and get going properly.

From there we headed down towards what for me was the highlight of the day, Tarkine Drive. What a beautiful ride through the forest. Endless corners that let you get into a good flowing rhythm and minimal traffic. We paused mid-ride to regroup after Matt attempted a new style of corner-marking by letting various items drip out of his bag showing the way to go. Unfortunately, he soon ran out of things to drop, so the gear was collected and traditional corner-marking resumed.



We continued to Sumac Lookout where we got a beautiful view back down the valley. Garry was running the ride from memory after a technical issue left him without a map. At one point he had second thoughts about the road we'd taken and performed a stylish pirouette (also known as pair of u-turns in rapid succession) to confirm he was on the right path. Only a couple of us had to do the dance, and I can say I was nowhere near as graceful as Garry!



After blasting through the forest, we emerged onto the windswept scrub of the coastline as we headed to the pub for a well-earned lunch, picking up the tourists along the way. Shortly after our arrival the dirty bikers joined us on a rare day they were allowed to eat! Once our fill of beer and food were consumed, we were back on the road for a short run down to the beach. Lovely as the weather was with the sun shining, there were no takers for a dip in the ocean and we continued towards Stanley.







On heading up to the lookout for a great view of The Nut, Geoff corralled us all for a group photo before heading in to Stanley for a well-earned ice cream. Lee decided on oysters instead, with Armando joining him, following up with an ice cream chaser.



From there we had an easy run back to Wynyard where there was a bottle of gin with our names on it. Who should we see, but the crazy dog lady again. She was offered a gin and in the blink of an eye she'd parked the pram and found a seat. Rumour has it that a phone number was given to Arnold before we headed for dinner to recharge ourselves for the run to Queenstown the next day.



# The 'GODS' Tour of Tassie

## Part 1

By Chris Williams

Happy March DOCV Community. I trust everyone has had enjoyable return to work and regular duties and maybe a trip to the Apple Island. I know I have. This issue should see many recollections of a month past.

As you all are aware being a Diavel pilot I took a select group of Diavel aficionados around the island early February.



### Day 1.

Living east side of town, I collected my group at Butler's pantry for a coffee and briefing on the days ahead. Considering that departure now occurs from Geelong and the fact that we had elected to (plus I totally recommend as the passage over to Tasmania can be an arduous one. Least of all boring - do the overnight passage). For by the time one queues, waits, moves forward, waits, board's ship, finds allocated room, get together for a nightcap it is well after midnight.

Wanting to make a complete tour of the experience we assemble at Butler's for a nice coffee and head east for a wander through the Dandenong ranges. Stopping for lunch in Gembrook at 'Old Mac's' we then meandered south down through the Mornington peninsula to board the Sorrento ferr, or Part 1a as I call it. Gaining our sea legs for the 40-minute passage crossing we disembark at Queenscliff to find we have arrived in the annual Queenscliff Rod Run and the 'Hesse Street cruise' whereby the Main Street is

closed and the town has now grown by some 600 Hot Rods and custom cars. Managing to weave our way through closed roads and flag Marshall's we soon were on our way to Geelong for a quick bite to eat before boarding the main event, Part 1.

Making our way to the queue for boarding the Spirit of Tasmania was easy. Waiting on the dock in the queue to board was laborious. By the time we boarded, found our rooms, unpacked and arrived at the lounge for a night cap and debrief it was well after midnight.

### Day 2.

Arriving in Devonport is, to me, always exciting for it is the beginning. You know it is now just about the roads and the ride. Well, it is for us. We've all done the sightseeing with our partners etc. This time it is about the magnificence of what is Ducati and the roads ahead. With our tanks full and breakfast consumed on the ship a good couple hours ago we immediately hit the roads and head south toward Sheffield. Turning left at Claude Street we run the C136 to Moina.





Magnificent countryside we weave and wind our way through the hills of Nietta and South Preston. Roads I personally had never done before I was leading my crew through uncharted territory and found it to be bliss. We wound our way back to the coastline of Penguin where we refuelled and had a bite to eat at Wynyard. From there we ran 'Calder Road' back to Henrietta where we rejoined the infamous Hellyer gorge Rd which is the Murchison Highway. Running this to Guildford we turned right onto the B18 which is the Ridgley highway and cruised down this into Tullah where we would spend the next 2 nights at the 'Tullah Lakeside Resort'. Of which I highly recommend as it provides excellent accommodation with a restaurant and bar with outdoor seating, superb after an excellent day's motorcycle touring. Basking in the beauty of Lake Rosebery we reflect on the day's ride with a beverage or 2 and observe the sunset.

### Day 3.

Today is a round trip do about 350kms. With a fine breakfast, muesli and yoghurt for me, bacon and eggs

for others we embark on what will ultimately be a fine day's ride once the cloud cover clears. We traverse Lake Murchison via the B28, otherwise known as the Lake Plimsoll Rd, of which we would ultimately come across. We swooped left and right with lovely cresting corners this would become a most enjoyable road of which I recommend to all doing Tasmania. This brings us out into Queenstown of which we refuel and coffee break at the Queenstown Railway station. An absolute 'must do' when in Queenstown. Unfortunately the road from Queenstown to Strahan was being revealed and thus it made for a slightly slippery if not muddy ride down the hill to Strahan. Breaking for lunch at Strahan the weather cleared and it was clear sailing from here up to Strahan and ultimately back to Tullah for our second night.

### Day 4.

With Strathgordon not being available as an option for accommodation we would spend the night in Bothwell. Having travelled this road before it was on our 'must do' list again for it being beautifully cambered into soft





rolling hills it is a magnificent piece of bitumen to be enjoyed. Being able to see far and wide the road to Bothwell is superb. With the added attraction of the A10, which is the Lyell Highway, this road is also a 'must do' for any 'devil traveller' traversing the apple isle countryside.

Having a secure, slightly quirky, Airbnb property in Bothwell we embarked the evening's small town cuisine for a meal. Thinking the local pub would be good for a 'Pot n Parma' we found the only pub in town to be closed. On the recommendation of a local we walked the prescribed '5 minute' walk for 20 minutes to the Bothwell golf club otherwise known as 'Ratho Farm'. Being one of the first golf clubs in Australia to be established we found it beautifully 'aged'.

When you think of prestigious Australian golf courses with a rich tradition, most golfers conjure up images of courses like Royal Adelaide, Royal Melbourne, and Kingston Heath.

While these courses are ranked among the top 100 golf courses in the world and hold a cult-like status among Aussie golfers, there's one course you haven't heard of that should be on every golfer's bucket list. Ratho Farm is situated in the Central Highlands on the outskirts of Bothwell, smack bang in the heart of Tasmania, the

oldest golf course in Australia. That's right, Ratho Farm has a long and storied history. The Reid family originally designed the golf links after moving from Leith, Scotland, in 1822. Plantings of the game in Ireland, South Carolina, France, and even Estonia in 1767, had failed to take root. So, when the Reid family first left Leith and brought golf to the flourishing colony of Van Diemen's Land the sport had yet to establish itself outside its original base in eastern Scotland.

It is Australia's oldest golf course, and the oldest remaining outside of Scotland.

As well as the Reids at Ratho, three other settlers around the predominantly Scottish valley laid out golf courses on their farms. In a rare arrangement, the Bothwell Golf Club initially rotated its events around all four courses. Four generations of Reids enjoyed the charm and challenge of the Ratho Links, and four generations of Ramsay's family—since 1936 when his great-grandfather purchased Ratho for its fine trout fishing—have either enjoyed it likewise, or supported its ongoing use.

I mention all this for it became an absolute gem of a find. Our evening and ultimate dinner became a highlight of our tour. Having initially being told dinner





would not be served before 0930pm we could settle in at the 'front balcony' for evening drinks whilst awaiting the residents of the club to be fed. We were told dinner would be steak and chips and salad with no other choice and if this did not suit then .... well bad luck. Considering nothing else was available we considered ourselves lucky to be fed and settled ourselves in with whatever we could find in the fridge. Correct. Bar service was "have a look in the fridge and mark on the fridge with a whiteboard marker what you have taken!"

That's right. An honesty fridge for a group of drinkers. Never seen anything like and probably won't ever again. But read on for the bizarreness does not finish here. A number of drinks in and about an hour later our host 'Michael' (who was also chef, waiter, barman and host) produced a cheese platter, of outstanding quality, and informed us that dinner will be served approximately 2130 (about an hour later). This occurred exactly 1 hour later. Michael sat us down and produced prescribed Steak and chips and salad of absolutely excellent quality. Now thoroughly enjoying our meal with a fine wine Michael appears from the kitchen and proceeds to sit down with us and is now reading extracts or journal entries from the Reid family about their life experiences here in Bothwell around

approximately the 1830's. Reading these passages with absolute eloquent and imaginative fervour Michael could well have been here in 1830. After about 15 - 20 minutes of recollections past Michael informs us that he is going to finish cleaning up the kitchen and then (ARE YOU READY FOR THIS) he is going to drive us home back to our little airbnb in Bothwell. Of which just happened to be The Storekeepers residence built 1850. Our step back in time was a truly eventful 12 hours and a story we will retell for many years to come.





# Tasmania Tiger Hunt 2024

## OFF ROAD

By Neil Robinson



Day 7. That's not right. Yours truly having a rest.



West coast Day 2 near Marrawah.

How do you do justice to an off-road adventure spread over 8 days in the picturesque Tassie wilds and coastline? It's hard to quantify, but my estimate would be 40% Bitumen, 59% graded gravel roads and 1% goat track/sand tracks. Of course, the 1% goat tracks were disproportionately time consuming. Most of the gravel roads were very well maintained. Tassie has a maximum 80 km/hr speed limit for gravel roads which was easily maintained. We had it all: creek crossings, sand drifts, rocky outcrops, hill climbs and high-speed gravel. I think I am correct, in stating that just about every rider had a need to inelegantly dismount their trusty work horse at least once. Some riders dismounted more spectacularly than others. But after the 8 days only minor scratches on some plastic covers was the total damage, plus a bent sidestep on the Ram. No flat tyres, no major damage and the only physical injury was a couple of sore shoulders.

The group was made up of Latrobe Valley and Melbourne Based riders. From the Valley there were 4 riders, 2 pillion and 2 supports personnel (traveling in a Dodge Ram ute affectionately named "the sheep shagger"). From Melbourne there were 4 riders.

Glenn's planning and preparedness was exceptional. Some days not everyone rode the dirt and opted for

the bitumen. The optional ride types were a great innovation.

The 8-day route that Glenn planned was exceptional. We took roads up to near Cradle Mountain, Northwest to Stanley and Arthurs River. Then South through the lush Tarkine forest area and into Queenstown. Day 4 saw us taking a forest route from Derwent Bridge to Hobart instead of the customary Tarraleah/Ouse route. Just out of Derwent Bridge is where Oliver's rear suspension decided to come loose and track its own way instead of staying true to the chassis. Refer to Oliver Barrett's story. After temporary repairs, Oliver and myself made a relatively cautious ride to the Hobart dealer as the rest of the dirt crew challenged the forestry roads through a picturesque part of the centre of Tassie. The next day was fun filled ride to the southern most tip through Cygnet, Dover and Cockle Creek. Beautiful scenery.

Then Hobart to St Helens, which was mostly dirt after Richmond. The dirty route crossed the Lake Leake Rd at Lake Leake. Oliver and I opted to ride on the bitumen from here whilst the hard-core group continued on the gravel, encountering some quite difficult conditions but still they made it to dinner on time, but only just.



Day 7 Breakfast at Anson's Bay. Wendy and Grant's house.





Day 5 Adams Point Whale lookout at Cockle Creek. As far south as the road takes you.

Day 7 saw a round trip through the Bay of Fire areas and stopping for breakfast at Ansons Bay. Thanks to the generous hospitality of Wendy and Grant McCormack, for putting on the ham and bacon rolls, and coffee for the whole dirty crew. Onto Eddystone, lunch at Gladstone, then Derby and back to St Helens.

I opted for the bitumen on Day 8, whilst the hard-core crew had a challenging ride along Jacobs Ladder and around Ben Lomond National Park. The Latrobe Valley folks stayed on for another couple of days to tackle more serious off-road adventures. The Melbourne based crew headed to Devonport for a late departure on the Spirit of Tasmania.

A sensational week in sensational countryside. The camaraderie was outstanding and as I faced a few challenges the team rallied around me to assist, and even rode my bike out of difficult situations for me. The other honourable mention needs to go to the support crew. The Ram operated as Tail End Charlie and the crew did an amazing job by following us through the most difficult tracks. It may have bottomed out a couple of times but it was an extraordinary performance from a 3500kg truck and crew.

The off road scenery was amazing, the weather was outstanding, the two nights in the same hotel a winner. The highlights for me were the pristine beaches and the Tarkine Forest region.

A special thanks to all the Ride leaders, Tail end Charlies and planners that have spent hours helping make this year's Tassie Tiger Hunt another outstanding success. I keep saying it can't get any better, but each year it improves. Well done DOCV members

The challenge for 2026 is to get more Multistrada, Scrambler and Desert X riders to participate in the dirty stuff.



St Helens at sunset Day 7.

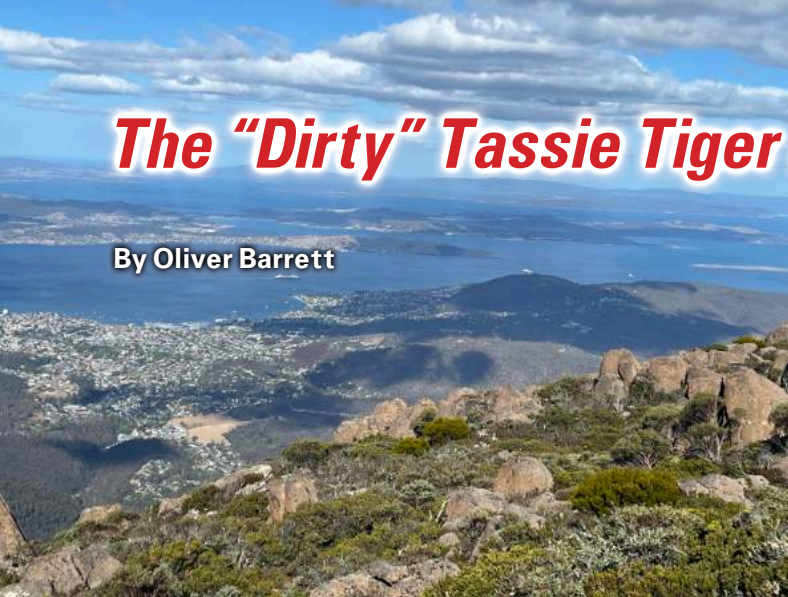
West coast Day 2 near Marrawah.





# The "Dirty" Tassie Tiger Hunt

By Oliver Barrett



Day 5 Top of Mount Wellington on a clear day.



Smiles said it all.

**D**irty deeds done dirt cheap – with that refrain from AC-DC rattling around in my head we set off from the Argosy in Devonport somewhat late due to the late arrival of the Spirit of Tasmania. BUT – due to the late arrival of the ferry we had time for breakfast. This comment because as the days flashed past, lunch, coffee stops and generally rest times became somewhat (ahem) rare. Ride organiser and leader Glenn was a man on a mission on most days – the mission clearly being to cram as much dirt fun and sights into each day as possible. With a couple of exceptions the daily routine developed into an 8am start, a stop for breakfast around 10 am and then get on with it for the rest of the day mostly returning to base around 6pm. Dirty deeds done damn long - but such fun was had.

Super organised Glenn had brought along a fine TEC and backup vehicle in his HUGE Ram 250 ute stocked with spares, extra tyres compressor etc, and a big fridge. The ute was crewed by Glenn lookalike and relative (cousin of course – it is after all a Tassie trip) ex surveyor Rob and ex dairy farmer mate Phil. They had a very dry trip as with its weight nudging 4.5 tonne truck rules applied with a 0% limit for the driver. The Ram (known affectionately as the 'sheepshagger') was great to have as backup.

The 'valley' dirty DOCV riders comprised Andy with his very brave partner Kylie as pillion, Dillon and equally brave partner Jamie as pillion (by far the youngest couple on the Dirty TTH) and Russ – aka Fish on a very nice 890 Rally with some very trick suspension. Non 'valley' DOCVs were Geoff Zippel, Brad Kiefer, Neil Robinson and your scribe Oliver – who was replaced for the last day by Andrew Wallace who had nagged every night for a bike swap so he could do at least one dirty day.

My personal plan to survive the dirty TTH was to give in to my innate laziness and ride at 70% (instead of my normal 80%), eat well and have early nights. Turned out it was a good plan until I woke on the last morning

with very blocked sinus which made me feel somewhat ordinary – Andrew was delighted!

A couple of general comments about the TTH.

- 1. Change to Format** – I think the 'three options' approach of having the ability to swap between the usual (ahem) 'sports' touring – mostly led by Garry Elphingstone, the 'sightsee and stop and smell the roses' touring led by Geoff Salmon and the 'dirty' group led by Glenn Lochiel worked really well. Participants in each group had a unique and different experience and different DOCV itches were scratched while maintaining overall cohesion of the whole touring party in the evenings. Riders could move freely between the groups creating versatility and extra opportunities.
- 2. 'Ride rating** – I still think the TTH is one of the best longer rides on the DOCV calendar. It is much envied by members of other Ducati clubs if comments made to me are any indication of the desire to 'come along' from those other club



Yep. We launched.





**Dirty Deeds Done Dirt Cheap.**



**Even in the boonies Glenn had a couple of fans.**

members. Much of the credit for this is the stellar efforts of the ride leaders (especially Garry and Geoff over many years) and Glenn this year. Thanks guys - you are stars!

**3. Weather** – what can I say? – it was hot and sunny for 98% of the time we were there this year. When we went up Mount Wellington it was not freezing raining, hailing or snowing - a first for me – BTW the view when clear is way better than the usual looking into or down on clouds.

**4. Dirt itinerary** - Tassie has some fabulous unmade roads that take you to areas you will not see on bitumen roads. Hats off to Glenn for selecting some terrific roads this year on our tip to tip odyssey – the highlights for me being the wander through areas of the Tarquine forests I had previously not seen, and many gorgeous beaches accessed through tracks. Of course, some roads were a bit of a surprise, some were closed and needed a detour and some took longer than planned but it is that very unpredictability that makes

adventure riding an adventure. Tassie has a general 80 Kph limit on dirt roads which of course we gave the respect it deserved. Overall I had a ball – with some exceptions – see below.

**5. Spirit of Tasmania** – I am not a fan of the new Geelong departure point. It adds a huge amount of time to the voyage with the grind on the freeway to Geelong and then the ship has further to crawl through the bay at a very reduced speed (I would guess it adds another hour) and neither trip left or arrived on time or even close to it.

**6. Dirt steeds** – I would really like to see a high proportion of Desert Xs or even some Scramblers on the TTH dirty rides in future years. Something to give attention to in the future given we will be trying out a couple of DOCV dirt focussed rides over the next few months to encourage members to get out and try some gravel/dirt riding – not motocross style but just to enjoy some of our more remote areas/vistas.



**The sheepshagger nearly sunk the Pieman Ferry.**



**Pieman Ferry load limit.**





**It had some tiring days.**

So – what was the ‘dirt’ experience like for a dirt ‘wobbler’ like myself? – In a word ‘GREAT!’ – some general comments:

1. It proved that a very high level of dirt competency is not a prerequisite for having a good time. The other dirt riders were very supportive of my shortcomings on a couple of sections and there was not much hanging around when corner marking.
2. Everything changes but nothing changes – as usual I put on new tyres for the TTH – and as usual a glance on getting home revealed that the rear tyre was pretty much spent – about the same outcome as on previous ‘sport touring’ TTHs.
3. A reasonable level of physical fitness is definitely a help when it is hot, you are bundled up in heavy riding gear, in the sun and manhandling about 250 Kgs of bike through heavy soft sand – I was very grateful to have had a hand from one of the younger guys to help me through one testing sandy 10metre section when tiredness and heat overtook me – otherwise even I coped with the variable conditions – albeit somewhat inelegantly some say.
4. Despite the usual ‘prep’ nut tightening and checking I usually do before a long ride or TTH I had the less than enjoyable experience of both bolts securing my rear swing arms come out leading to the rear of the bike only being held on by one side of the swing arm (very loosely) and the shock. (Ed. Note – Oliver was not on a Ducati, I doubt this would have happened to a DesertX). That happened just after a breakfast stop on a straight bit of road at about 100kph leading to a loud clap as two cheeks came together abruptly as the stability suddenly decreased and the bike ‘crabbed’ and wobbled down the road. I felt like I was riding a greased pig! I came safely to a stop which reinforced my view that when something out of the blue happens while riding don't over-react or



**Tree peat.**

grab a big handful of brake etc. but rather rely on small, measured inputs. However, I certainly did thank my lucky stars it had not happened sitting behind Glenn on the very ‘brisk’ twisty bitumen ride into our breakfast stop as the result there would have been very different and considerably more ugly. With a hammer and a drift from the Ram I managed to reposition the threaded tube back in place supporting both swing arms but neither my ‘travel bag’ of bolts nor the bolt selection in the Ram provided the two replacement bolts needed to hold the whole lot together securely.



**We eventually saw the light.**





**The Dirty Crew.**



**Remote beaches. Yep.**

Hmmmm! In a paddock at least a couple of hours down the main road from Hobart my thoughts turned to a RACV – sorry RACT - pickup on a flat bed. The loss of that many hours did not appeal at all. With a fair number of bush mechanics in the dirty crew we all chucked in possible solutions ending up with an inset threaded tube held roughly in place by two sockets( from the socket set in the Ram) held in place by a length of fencing wire (always seems to feature in a rescue!). The wire went through the sockets and tube and around under the bike frame which seemed to hold the tube more or less in place. This had me going slowly but steadily on my +150 Klm cruise into Hobart down the main drag, kindly followed by Neil Robinson as back up.

Once in Hobart the very service focussed dealer sold me the two bolts I needed complete with the loktite that should have been on the missing bolts

and even provided the socket set needed to torque the bolts up - great service including some mirth when they saw the 'bush repair'. Thus tightened they stayed in place for the rest of the trip. As my bike was less than a month out of its 2 year warranty and had only covered about 16,000 Klm I was not that impressed with the failure! However to be fair the factory subsequently paid for the dealer in Geelong to remove and check the swingarms while it was being serviced.

5. Apart from the swingarm issue the bike (but sadly of course not the rider) performed faultlessly over 2900 very enjoyable kilometres.

Would I do the TTH again on the dirt given the experience this year? – you bet I would. There is much more to see and do.

Cheers - I am off to buy a bulk order of Loktite!



**The bush repair.**

**The sign says it all.**











**2017 SUPERSPORT S.** I don't ride it and it's a shame to be sitting gathering dust and cobwebs. genuine 3500ks, I purchased it in 2021 with 1255ks on it. It is booked in for annual service and new tyres on the 19th, fitted with Genuine accessories and comes with all original parts. Also comes with Ducati Tank Bag, rear stand and Ducati charger. \$15k Reg & RWC...message me for more details...Steve 0407302403



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](mailto: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



**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 MainRoads 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



**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



### FOR SALE - 2021 STREETFIGHTER V4S. 2182km.

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



**EOI – 1979 SUPER SPORT WORK OF ART** (Liquid ribbon of speed). In blue/silver trim. Hand made aluminum Imola tank. Minor deviations from standard but all reversible with minimal effort if one should wish to under the artwork. Phone 0403 233 572.



**2006 MONSTER S2R 1000.** Excellent condition, rarely ridden but forever loved. Kept covered, dry and warm in locked garage amongst related machines, albeit, always with a slight sense of inferiority accompanied by a sense of entitlement and arrogance (as any Borgia would camped next to a Medici).

Recently refreshed with belts, oils, brake/clutch fluids, battery, polish. Only 14,396 kms, and unfortunately not ridden hard (unlike the poor Medici parked nearby).

\$9,000 for a DOCV member. 0403 233 572 - The Amateur Mechanic. (Apologies M. Ricardo if you read this - but you are to blame for the nonsense).







**REFER DOCV WEBSITE  
FOR THE LATEST DETAILS**  
<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

### 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. doesn'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

### 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

### 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





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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.

BE PATIENT 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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