DESMOTO

DUCATI OWNERS CLUB of VICTORIA

JUNE 2024



NEXT SOCIAL MEETING

Tuesday 18th June at The Mannigham

Please register on the club website www.docv.org

THE JUNE MEETING IS OUR AGM. PLEASE ATTEND AND SHOW YOUR SUPPORT

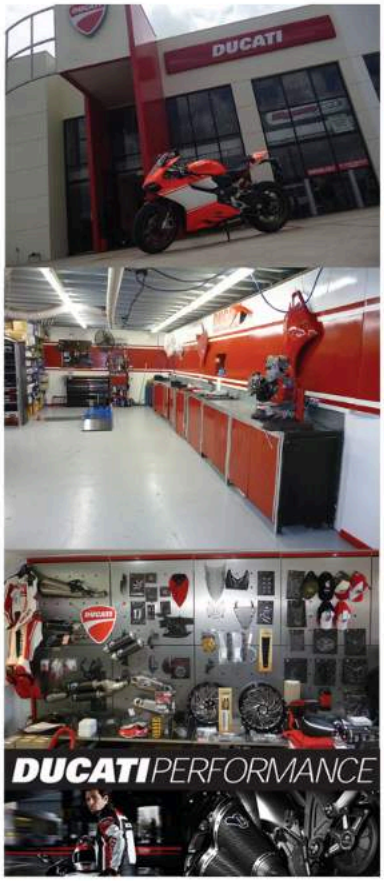
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https://www.docv.org

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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

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

Cover: *Garry Fox and his gorgeous 916 on the Easy Ride to Neerim South.*
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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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 that time of year again – cold days, football and the DOCV AGM!

At the present time I'm filling two positions on the committee, so I'll report from the Sec point of view first:

As Secretary:
We're fortunate to have excellent committee members Rachael and George nominate for Vice President and Treasurer again. It really has been a pleasure to work with Rachael and George over the last 12 months, and I know that all of on the committee are super happy to have them put their hands up again.

It's also awesome to see that Mark Dulfer has nominated for the Editor position. Mark has been a regular on club rides (and the Tiger Hunt) for a couple of years now, and is well regarded as a very amiable and thoughtful guy. I'm sure he'll put his own imprint on Desmoto – I'm really looking forward to what he does with it.

Please make Mark's life easier by sending in contributions large or small. Have you been on a ride, bought any new gear, or mused about Ducati's racing success lately? If so, please put a few words together, and email them to Mark at sec@docv.org.

Please turn up at the AGM to support your nominating committee members. And for the door prizes!

And as Editor:
In my last Editoriale it's bittersweet handing over the Editor's logins and passwords – I volunteered to fill a gap when Mel was Pres a couple of years ago, and it's been fun being in the Editor's seat again. I've enjoyed profiling club members and delving into the intricacies of their bikes. But it's time for someone new, with a different outlook and a new take on all things DOCV and Ducati to take Desmoto in a new direction. The change from 11 to 6 editions per year will make it easier for the new Ed to focus on the stuff that is important to members. Please give Mark all the support you can.

And an apology:
It's taken me a couple of attempts to get the voting poll up and running. I had to close the first poll early because I'd mixed up the dates, and then the duplicate poll wouldn't link. Huge thanks to Ex Treas and IT guru Evan for getting me out of that pickle.

Hope to see you at the AGM!

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):

Geoff, Dale, Dave, Garry, Andrew, Ian Falloon, Pete and John and others. Plus the DOCV committee and various YouTubers. Thanks to everybody!



president's report

Oliver Barrett



Hi fellow DOCV members

As I write this the icy blasts are rattling the windows and the rain is pelting down. It is not that often that I prefer sitting in front of a laptop instead of being out on a ride but today I am glad I am sitting here with a coffee and some feeling in my fingers.

The AGM is now just around the corner so I do encourage you to get your votes in on the online poll. We have three excellent candidates for the 3 vacant positions on the Committee. I am grateful to Rachael and George for stepping up to the plate again for the VP and Treasurer roles and also for Mark Dulfer for putting his hand up for the role of Editor. Presuming that Mark is voted in I am sure he will get a lot of support from previous Editors – two of whom are currently on the Committee.

The AGM is a very important meeting for the Club and I do hope we will have a HUGE turnout for the meeting. Apart from catching up with mates it is a chance to reflect on the Club and use the opportunity to comment on issues you have a view on - I will have a time in the meeting agenda for you to ask questions and make comments so please give some thought as to what you would like to say or hear. And then there are the door prizes waiting to be won! Bear in mind there are likely ongoing roadworks near the Manningham and you will probably have to use the Thompson Road entry to gain access to the Manningham. See you there!

I was pleased to hear in a discussion with Rob Stevenson (the President of DOCQ) that the National Ducati Rally (NDR) was a huge success with over 140 attendees, good weather, good venue, fun evenings with trivia events etc., a good turnout at the show and shine and pleasingly no ride incidents. In summary, in Rob's words 'a great event that brought people together to enjoy their common passion'. I hope I can look forward to a lenghy Desmoto report from John Lyons who rode up for the event and - to no one's surprise - destroyed a rear tyre in the process - apparently due to the abrasive nature of the bit of Qld bitumen that remains between the potholes.

I look forward to seeing you at the AGM.

Cheers

Oliver

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?*







It's official – DESMOTO will be 6 editions per year from June 2024

After careful consideration and feedback from members your committee has decided to lighten the load on the Editor, and move to 6 editions per year, starting after the June 2024 AGM.

The new Desmoto calendar will be: February, April, June, August, October, December.

We will use and e-newsletter to update members in the months in between. This will likely take the form of an email from the President.

Thanks to all contributors who have made Desmoto great over the past 39 years.

It will continue to inform and entertain members, in a bi-monthly format.

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 JULY.*** **editor@docv.org**

il rapporto del capitano

Chris Williams



Greetings club members. I am opening this months report with a plea for help. I would like to hear from all club members on what you would like to have in activities/ gatherings/ rides so as to enjoy and receive value in your membership. I feel a bit like a hamster in a wheel and just continually rehashing the same events of which the same 5 people turn up to.

So I would like to know what can I offer to you that you would like to see/do and be a part of.

Understanding that we are all a little time deficient these days. Not to mention family commitments and other pressures.

Would you prefer to see smaller rides. Something like an afternoon ride.

Maybe a Thursday or Friday ride or just a ride for a coffee.

Is there a festival or car/bike show you are aware of that could be interesting for us and the club.

Is there a drive/ride you have done that you have not seen on our site.

Is there a trip that you've done that you think might be of value to us here.

Is there a ride you would like to lead.

I would like to hear from as many of you as I can so I can start to make difference in offering some variance to the club rides.

I would really like to know what you would like to see offered so I can provide.

Please contact me captain@docv.org. I would really appreciate any suggestions here.

It has already been suggested to me for a self navigate ride to meet for a morning or afternoon coffee. So I am currently researching something along these lines. Looking for recommendations on an appropriate location to put this into place.

I would like to hear from as many of you as possible and make your membership more worthwhile.

Unfortunately due to a lack of numbers we had to cancel 'Kings Birthday weekend ride'. Disappointing.

I have posted some new rides on Wild Apricot so please check these out. I am hoping to post more events in the coming months so make a point of checking our Wild Apricot site from time to time.

Don't forget we have our annual general meeting coming up on the 18th June where you could win a door prize. You never know what we might have.

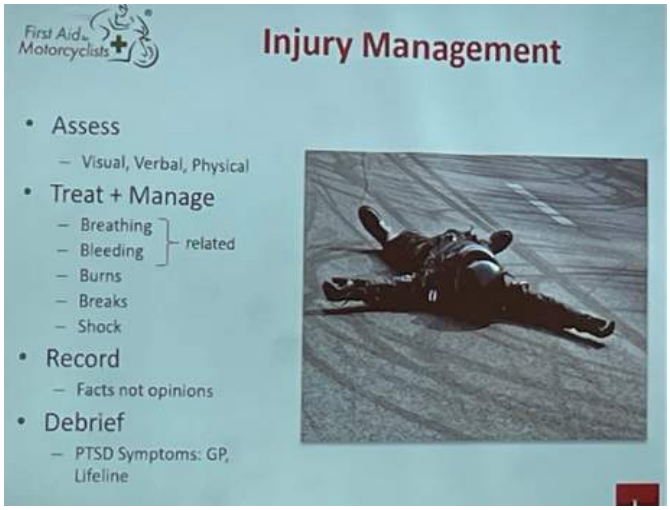
Looking further afield I have brought forward my Murrindindi Meander to Friday 21st June. Depending on the weather I move it to Sunday. We'll see. I have also decided to try an event change in the concept of meet for lunch and then a ride after that if anyone is interested. I will be trialing this more for the winter months when the mornings are cold and uninspiring. If successful I'll organise a few more. The first one will be Sunday 14th July in Emerald. Meeting at the 'Corner Store' , Emerald at midday for lunch. I have made a booking for 12 people so far and hopefully we can improve on that. So you can just turn up for lunch and have chat and then do your own thing. Maybe lead your own ride southbound or east or west. I plan on leading a ride after lunch north to Healesville. I am hoping this will also encourage a few 'Red plate' bikes out as well.



Don't forget Kathy has got her annual July lunch meet on this year at the Neerim South hotel on the 21st July.

I also wanted to mention just how good and insightful our **'First Aid for Motorcyclists' course** was. Being run by Debra Geerts and her partner Bryan or 'poor Bryan' as we would be introduced to us as for poor Bryan would be our test patient for most of the scenarios for the rest of the day. From CPR practice to cutting clothing of an injured rider poor Bryan was our man. Over and over again.



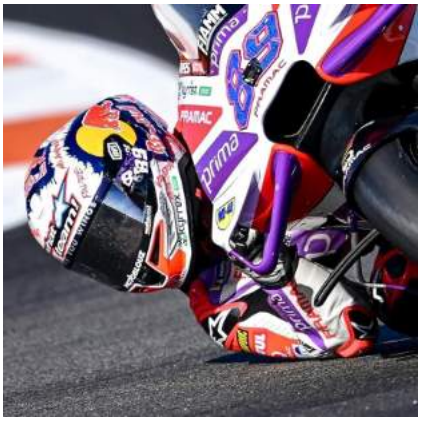


Even with the club's recent and very tragic circumstance Debra congratulated Oliver and the club on how well all involved in the situation performed, behaved and managed in the entire scene. Actually made me quite proud to be a part of this club that truly values its members like family.

Debra and Bryan, after driving overnight from Adelaide, put on a very informative and interesting presentation. Covering everything from wound dressing to what steps should be taken at the scene of an accident. This course is recognised at a national level and we highly recommend it all motorcyclists.

MotoGP Catalunya. How good was it. After a disastrous Saturday sprint Bagnaia came out swinging on Sunday with head down and elbows out. Having let Martin run away in the beginning he soon hunted him down and then pulled away leaving some pretty frantic racing going on behind with Marquez , Acosta and Espargaro ultimately taking fourth to complete an incredible weekend on home turf. A great weekend of racing. No doubt by the time you read this the Italian 🇮🇹 gp will have run and probably Kazakhstan 🇰🇿 too.





Meanwhile in F1. How good was Imola. Max had pole. And upgrades. Yet it took everything he had to hold off a laser-sharp Lando. Max took the flag less than a second ahead of the McLaren.
Leclerc treated the Tifosi to a podium. Maybe the Constructors' isn't a foregone conclusion. Three-way Red Bull v McLaren v Ferrari title fight? Great to see and then Monaco. How good is Piastri with a front row grid start. Great to see an Australian up there again. And again another great race though being a track of small overtaking opportunities, something Magnussen would discover to the disappointment of Perez , still visually spectacular.

Speaking of spectacular. Went for a quick trip down to Melbourne Ducati last week and saw these two beauties in the showroom. Rumour has it one belongs to a club member. Enjoy.





Bitumen side down. 🏍️😎 *Chris*

CONGRATULATIONS DUCATI MORNINGTON!

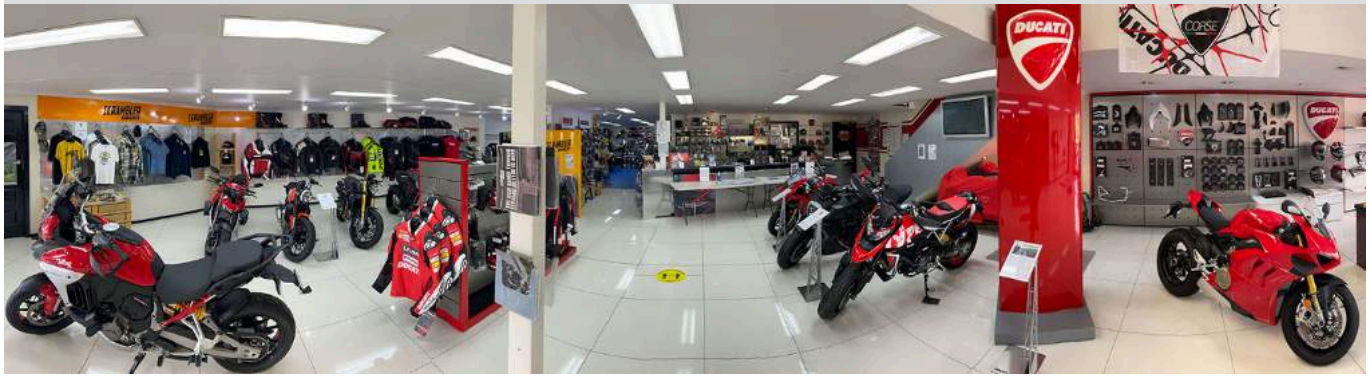
Press Release *By Ducati Mornington – May 20*

Look what came in the mail!

We received not only one, not even two, but our THREE prestigious awards.

From the Client Satisfaction Award - Purchase Experience to the Client Satisfaction Award - Service Experience, and finally the prestigious Dealer of the Year Award!

Thank you again to our amazing team and customers for making this possible. Here's to another exciting year ahead!



COMFORTING LIES AND UNPLEASANT TRUTHS From *Crosstrainingenduro.com*



Your DOCV Committee — who to contact if you need

President	Vice President / Membership	Secretary	Tr
			
Oliver Barre		*Neil Larson*	*Geor*
All club matte		Meeting minutes, official documents	Payme and a
pres@docv.o		sec@docv.org	treas



2024 Ducati MotoGP Hospitality Suite Tickets - On Sale



Thinking of joining us this year in our Ducati MotoGP Hospitality Suite at Phillip Island?

Join us alongside a host of Ducatisti and special guests to watch the 2024 Australian Motorcycle Grand Prix round at the iconic Phillip Island Grand Prix Circuit this coming October in our exclusive Turn Four Ducati MotoGP Hospitality suite.

Where: Turn Four, Phillip Island Grand Prix Circuit
When: October 18-20
What: 3-Day Ducati MotoGP Hospitality Suite Pass

- Access to the event for Friday, Saturday, Sunday
- Indoor seating in exclusive Ducati suite
- Covered outdoor viewing area with seating
- Exclusive Ducati Corse supporter package
- Pit Lane walks
- Shared access to MotoGP paddock
- Ducati Superscreen
- Barista coffee
- Morning tea, catered lunch, afternoon tea
- Beer, wine and soft drink included
- Official program

Price: $2750 per person
Tickets will be available at the following link from 7.00pm AEST on Thursday 23 May 2024.

https://ducatiexperiences.com.au/tickets-gp-hospitality-suite/



THE DZUS FASTENER

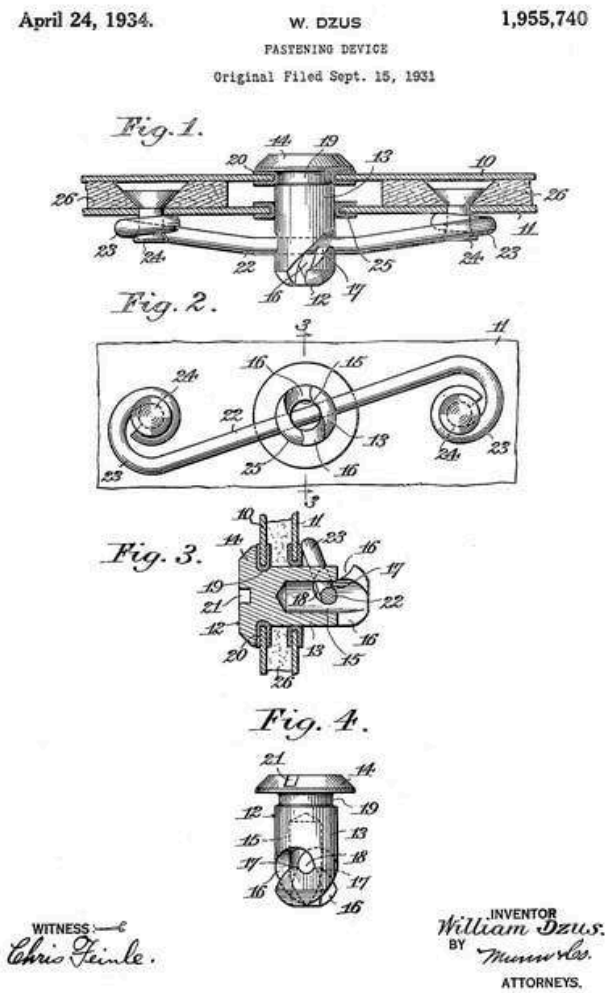
The 916's side fairings are held on by 12 DZUS (pronounced Zeus) fasteners – 5 on each side and two underneath. You can remove both fairings in less than 2 minutes. Amazing!
And more amazing when you look at the modern day 916, the Panigale, and the time it takes top remove it's fairings.

Are you familiar with them? Even if you are, you probably don't know the full story.

The story starts in the early 1930s in the state of New York. William DZUS needed to hold things together, so he created a simple quarter-turn design that not only locked things together securely - but quickly, simply, and with captive hardware.

The design is a retained cam stud that locks onto a wire spring attached to the opposite part. Just a flick of the wrist and the attachment is loose, yet all the force in the world can't break it apart unintentionally. The patent soon followed.

He rolled right into producing this new fastener in his garage and targeted the burgeoning aircraft industry. Only four years passed between DZUS's initial idea and the incorporation of DZUS Fastener Co., Inc. By 1939 the company had grown to the point that a plant was added in England. World War II soon set in, and the orders nearly overwhelmed the DZUS Fastener Co.


April 24, 1934. W. DZUS 1,955,740
FASTENING DEVICE
Original Filed Sept. 15, 1931
Fig. 1.
Fig. 2.
Fig. 3.
Fig. 4.
WITNESS: Chris Feinle.
INVENTOR William Dzus.
BY Munn & Co.
ATTORNEYS.

U.S. Patent Office



DZUS fasteners on a 916.

The spiral cam locking fastener produced by DZUS became standard equipment on all Allied aircraft and made it so that all production was focused on the war effort. Only after the war concluded was the program renewed to market this fastener outside of the aircraft space.

And for good reason. The aircraft industry is not alone in my need for durable and easy-to-use fasteners that allow for quick servicing. Early hot rodders used their experience maintaining planes and other military machinery, so it was only a matter of time until the DZUS fastener appeared on the custom cars and salt flat racers.

The beautiful part of the DZUS design is that the spring tension holds the whole fastener together, and thus vibration often helps keep it all together rather than shaking it apart—and all with no threads to cross or otherwise bind up.

With thanks to Hagerty.com



DZUS from a 916.



DZUS with retaining clip.

TIPS & TRICKS WANTED

Got any essential riding tips to share? Know some tools that everyone should add to their touring kit? Share your wisdom: editor@docv.org

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

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*

From the Desmoto Archives

– Newsletter No. 7 1979 Events

ANSWERS TO QUIZ Score 5 Points for each correct answer.

1. d 2. c 3. a 4. c 5. b 6. b 7. a 8. b & c 9. a 10. d

ITINERARY 1979 - 80

13 NOV	MEETING - Film, helmet raffle, V.P. nominations.
18 NOV	TOORADIN AIRFIELD RALLY - PBQ, BYO meat, bikes, woman. 9.40a.m. RON ANGELS (R.A.S.)
25 NOV	GREAT OCEAN ROAD - Leave R.A.S. 9.30A.M. SHARP!!! - Geelong Town Hall 10.45a.m. (Lunch Apollo Bay, home via Skeenes Creek)
30 NOV	GOVENOR HOTHAM HOTEL - Socializing, ideas night 7.30p.m. --
1/2 DEC	HELLS ANGELS CONCERT - Tickets $15.
7/8 DEC	MRA - Toy run in city mall - 6p.m. Friday to 6p.m. Saturday.
8/9 DE	SANDOWN - Swan series - banner on esses.
11 DEC	MEETING - Entertainment, supper, bring bikes into lower level car park.
16 DEC	OPEN - Watch the Age or phone a c8tee member.
12/13 JAN	LICOLA WEEKEND - 1 shop in licola, supplies from Heyfield. good winding roads. More details later or ask Chris White (897066)
8 JAN	MEETING @ STUDLEY PARK BOATHOUSE - 6.30p.m. onwards, BYO.
26/27/28 JAN	AUSTRALIA DAY - Protest run to Canberra 10,000 bikes expected.
10 FEB	M.E.C.V. - combined club run (6 clubs) 9a.m. Cnr. Springvale & Whitehorse Road.

WINTON RACES 16th November by Lance Smith

As I left home to head to the meeting place at Ringwood I felt sure there would be a good roll up of bikes for the ride to Winton as the morning was beautifully clear and the forecast for hot weather. We left at 8.45am with 10 Dukes and 2 BMW's. As we travelled through Lilydale Jeff and Julie joined us on their Darmah SD, so now there were 13 bikes. The ride to Yea was completed fairly briskly, arriving exactly one hour later where we stopped to wait for a few stragglers.

During this stop there was many a comment passed about the house we had come across on the way to Yea. It was on the back of two trucks, taking up the full width of the road, and the only way around them was in the dirt on the wrong side of the road. The motorcycle cop on escort duty was quite amazed that we were getting past, but we managed. After waiting 15 minutes we were still missing two bikes and found out from others that Jeff & Julie and Roy Green had stopped not far out of Lilydale to repair a puncture so we decided to head off.

The rest of the trip to Winton was covered pretty rapidly with most of us checking out the top end performance somewhere along the road. We arrived at Winton at 11.20am and after a trip through the pits we decided it was time to find some shade, so we all settled down under a big tree at the start of the back straight (it was damn hot up there). It turned out to be the place to watch all the action with Ajay and Neill getting into some horrendous slides and actually staying upright. It was so hot their tyres must have been melting. Generally the racing was pretty good with not only the Superbikes being excellent but some brilliant riding in the B grade too by a CBX superbike. We actually got to see the Bob Brown Duke do a couple of laps, but it sadly ended up stuck in the Armco at the end of the front straight after the front brake failed. There was also a great assortment of Dukes from NSW racing in the C grade including several Super Sports and a couple of Darmahs.

During the day several more turned up so we now had 16 Dukes and two BMW's which wasn't a bad roll up at all. When we headed off 7 of us decided to go straight home with the rest staying to have a swim in the river at Benalla. The trip home for the seven of us was quite eventful with Ian Falloon setting a very fast pace.

The run down Mt Slide was exceptional and very fast even though there was quite a bit of traffic. Luckily there wasn't much coming the other way. As we came to the first right hander leaving Yarra Glen Leon decided it was time to a bit of bush bashing on his Darmah. Unluckily for him a couple of ditches and fence posts got in his way. The fence post came out of the ground, the front end of the bike suffered quite a bit of damage and Leon ended up a bit bent and sore but not broken. Oh well: needed a new set of wheels anyway.

The bike stayed the night in the local garage and Leon travelled home in the back of a friends car which happened to be passing by. Someone else had also had trouble with the same bend; there was a bent XJ 650 Yam parked about 10 feet further up from where Leon and his bike ended up.

So ended our trip to Winton in a rather dramatic way.

Those present were:

Peter Shearman	900 SS	Arthur Ross	750 SS
Geoff Dunn	750 GT	Roy Green	860 GTS
Peter Raupach	750 SS	Don McClelland	900 SS
Mick Merlo	450 Desmo	Harry Swaggerman & Annette	450 Desmo
Ian Falloon	SD 900	Leon Smith	SD 900
Ross Horner	SD 900	Jeff Maher & Julie	SD 900
Bruce Birchner	SD 900	John Dewar	SD 900
Lance Smith	SD 900	Don Burns & Carol	750 GT
Frank R90S & Mal R100RS		Rick Begg (Giant land crab)	


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



DOCV AGM AND ELECTIONS 2023

VOTING IS NOW OPEN

Woo Hoo - elections!

Yes, it's not many sleeps to the AGM in June - we know you're counting the days!

And this year we have door prizes of $200, $100 and $50 – you can't win it if you're not in it!

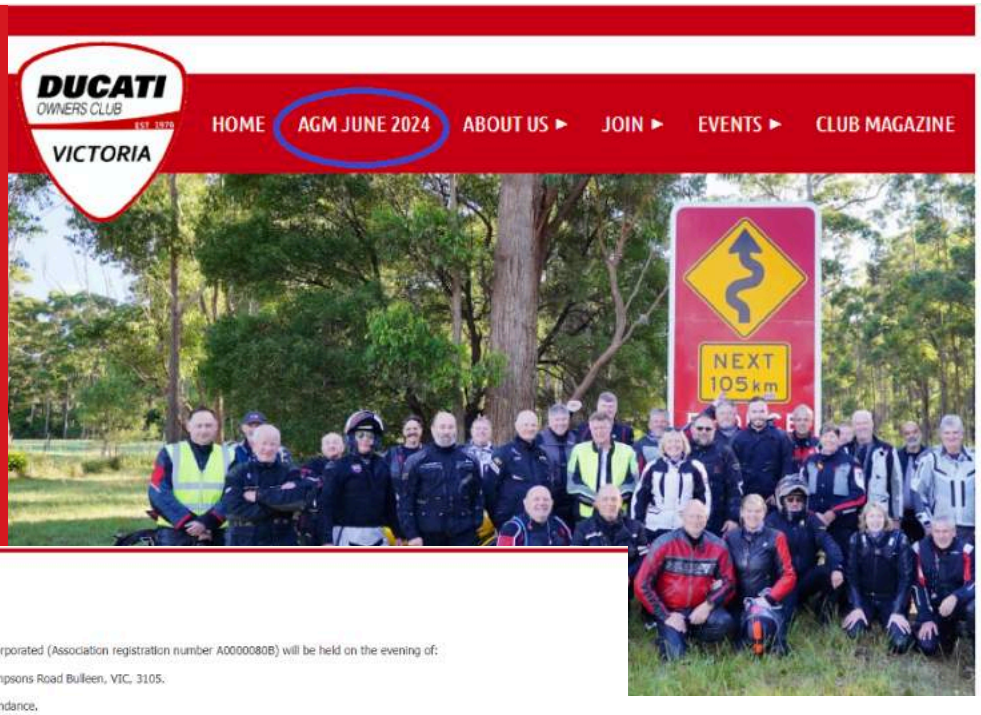
Being a committee member is: Fun, interesting, a chance to give back to the club, social, fun, and noted on the "You're in" list at the pearly gates

The DOCV Annual General meeting is on the 18th of June 2024

The committee positions up for election this year are those of:

- **Vice President** *(incumbent Rachael Alexander)*
- **Treasurer** *(incumbent George Rappold)*
- **Editor** *(nomination – Mark Dulfer)*

VOTING IS NOW OPEN
go to
www.docv.org
click on AGM 2024 at the top of the page.



Home > AGM June 2024

Notice of Annual General Meeting

The Annual General Meeting of the Ducati Owners Club of Victoria Incorporated (Association registration number A0000080B) will be held on the evening of:

Tuesday 18 June 2024, from 8:00pm at the Manningham Hotel, 1 Thompsons Road Bulleen, VIC, 3105.

All Members are welcome to attend, however, please register your attendance.

Two items of business will be considered by members at this Annual General Meeting:

1. Confirm the minutes of the previous annual general meeting held on 20 June 2023 (you must have been present at this meeting to confirm), and
2. Adopt the annual report and financial statements for the year ended 29 February 2024.

Elections will also be held at this Annual General Meeting for the following Committee positions:

- Vice President (Nominee: Rachael Alexander - Incumbent)
- Treasurer (Nominee: George Rappold - Incumbent)
- Editor (Nominee: Mark Dulfer)

How to vote - voting is easy:

1. Attend the Annual General Meeting and vote online before 8:00pm, or
2. Vote online via the poll, when the poll is open for voting (here)

Note: Only Members who are entitled to vote may vote, this includes Full Members, Life Members and Family Members (Family Memberships have voting rights for 2 adults). Members under the age of 18 are not entitled to vote. The proxy will be the Chair of the Annual General Meeting. Proxy votes must be lodged no later than June 18, 2024, 8:00pm.

If you have a query regarding any of the items of business, how to vote, how to compete a proxy form, or anything at all, please email the Secretary.

Elections for the positions are held every two years.
All voting will take place on a dedicated part of the website and will be finalized on the night of the AGM. All members can vote before the election online or on the night of the AGM up until 8:00 pm.
If you have any questions regarding the positions up for election, please speak to any of the committee members.
If you have questions regarding the election process, please contact the Club Secretary at **sec@docv.org**.

YOU NEED TO SAVE THIS DATE!

Thursday 31st October 2024



We have secured another stellar date for our next DOCV Fun Day.
The last Fun Day was a sellout with an extensive waiting list, so . . .
Keep an eye out in Desmoto and on the club website for updates and registration details!'









TIPS & TRICKS

Tank Maintenance
- 916 and ST series

By Geoff Salmon

It is a bit cheeky for someone like me to be giving Shearm's Tips but I refreshed myself recently on tank servicing. The 916 and ST series (916, 996, 998, 748, ST2, ST4, ST4s & ST3) all share the same fuel pump assembly. After consulting our 748 owning Editor about a difficulty with my ST2 he was quick to solicit an article!

In recent times it has been easier to pay Brad Black to do the fuel filter as part of the major servicing he does. I have now decided there is not a lot that requires an experienced eye. The job is not difficult, with one exception, so if you are tempted to DIY then some of these points may be useful:

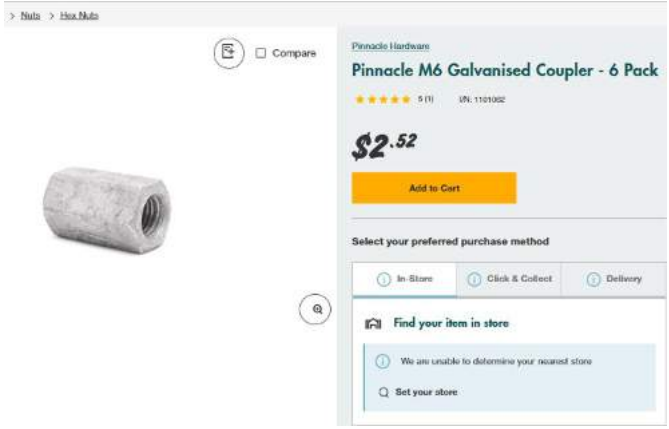
- 20,000 km is a reasonable interval between filter changes. Ducati say 10K while the same filter (Mahle KL 145) is used in some Fiat motorcars with an officially blessed interval of 30K. After 150,000 km on my two ST's 20K has been fine.
- Being inside the tank, replacing the filter forces an inspection of the tank's condition in terms of rubber fuel lines, rust and sediment – all good reasons for a moderately frequent regime.
- It pays to start with a fairly empty tank so as not to stress the hinge when lifting with a full one – they are under-engineered on the ST's. Better to use a syphon than disturb the drain plug if your tank has one.
- Mark the two fuel lines with something like correction fluid before disconnecting.
- Part remove the pump assembly by prising up with a screw driver or backing out with three M6 screws in the threaded holes provided in the base plate. A simple electrical connector and two filler cap overflow lines have to be disconnected before the assembly can be removed completely.
- The ST tanks have an internal lip around both the filler cap and the pump access. You can work comfortably with a towel on a bench without spilling remnant fuel and with the tank at any angle.
- Take note of where that pesky O-ring is located and the directional orientation of the filter. Replace the filter. Remove the pump itself, inspect the pre-filter screen and clean the accumulated crap in the base of the housing. Clean any other foreign residues in the tank by blotting with rags and/or rinsing with fuel.
- Standard wisdom is to replace the O-ring each time the tank is opened. Out of necessity I managed to re-use one O-ring three times on my once troublesome ST4s but generally it is seen like re-using a condom. I now carry spares and "don't leave home without one".
- Just recently my O-ring score was reversed to 3-nil to seal up the ST2. It should not have been any more difficult than the ST4s but I ended defeated and took it to Brad. His technique is the crux of what I have to say.
- There are two types of O-ring available. Nitrile is superior in fuel situations and are about $19 each. Viton are more like $7 each but easy to source through automotive outlets and are probably fine if you run up the miles and they don't sit in the bike for years and years.
- Put the dry O-ring in place. Apply lube to the exposed surface in a thumbnail-dipped-in-tar technique. The type of lube is not critical – rubber grease, Vaseline, dielectric grease or in Brad's case, high temperature grease was at hand.





- Partially re-insert the assembly and re-connect the electrical socket and overflow lines. Then square it up, sitting in position. If you have strong thumbs you may be able to insert it to a point where the three retaining nuts will grab the threaded studs to pull it in the rest of the way. The difficulty starting it freehand is firstly, having the strength and purchase to push it in, and secondly, being able to do it evenly so as not to nick the O-ring. They are easily damaged.
- The solution! Fashion three nuts in the same style as the OEM nuts but longer. They will grab sufficient threads at the outset to force the assembly in, gently and evenly. You may need to push the assembly in the last bit (being longer the nut will bottom out) but they will help at the critical stage before swapping back to the standard nuts.
- Where do ya get 'em? Sadly you don't, you have to make 'em. Start with M6 tube nuts aka couplers aka unions available at Bunnings. A lathe is needed to reduce the nut to a round threaded tube, leaving one end as a standard hex nut. A washer is then added to give the nut a decent purchase area.
- It sounds obvious but....test the seal with a little fuel while the tank is still on the bench.
- If all fails and you take the tank to a workshop, take fuel to test the seal and don't forget the key - do as I say, not as I do :/
- A mug of metho periodically, between services, is a simple way to help keep water out of the tank. Water is miscible with alcohol and it will exit the system in your own, weak ethanol blend.
- Garage the bike with a full tank if it is in regular use. It minimises water accumulating from condensation.
- Injector cleaner completes a thorough service.

I am yet to manufacture my bespoke "installer nuts" but I have bought the couplers and will donate a set to Daryl's tool library. For reasons I don't understand, the job is doable on one of my bikes but enormously frustrating on the other without them.



I think the 916/748 fuel tank may be different

By Neil Larson

Thanks to Geoff for an excellent article. I've replaced the fuel filter and fuel pump a couple of times on my 748, and I think the mounting system may be different between STs and 748s.

This screengrab is form a YouTube video https://www.youtube.com/watch?v=jlSj9az8yBo and it shows three long bolts, with nuts used to push the fuel pump assembly into the cavity.

My 748 is sitting in the shed with a full tank of fuel so I haven't had a chance to check how it looks, but I do remember that I have extra bolts and nuts in my tool kit in case I have to remove the fuel pump on the road (heaven forbid).

As the kids say YRMV = Your Results May Vary – check it out first.



Visor windscreen wiper

From Russ

I came across a visor windscreen wiper:

$19.12US 30% OFF. Rechargeable motorcycle helmet wiper universal waterproof helmet windshield wiper compatible with most visors.
aliexpress.com



Ed. *Can someone buy this and tell us how bad it is please? :)*

YOU WOULDN'T BELIEVE IT

A poem of sorts by Garry Fox

This guy has been pestering me for weeks to check out the 900
Don't really like people coming to the house that come across as a bit flaky on the txt or calls
Anyway
Agreed to take the bike to him
He bowls out of the house in Nikes tracksuit pants holding a decent riding jacket and an adventure helmet
Likes the bike
Wants to ride it
Cash pls
He gives me 400
Excess is 500
License all checks out
He's a 61 year old man with a full bike license
He takes off on the bike and I realize I've made a terrible mistake
He can't ride....,,,
Takes it around the block drops it's majorly on the RHS
*FFS, it's f*cked, unrideable*
Call Shannon's
They are OK with the situation
Claim done
Tow truck picked it up
Youngest son picked me up
And the guy gave me 500 more
I'm unsure how I feel
Bike will probably be written off
6750

I think I'm OK
Then today the Monster 620 played up
I think electrical
Battery is down
I'll get the multimeter out and check charge rate
Otherwise probably need Brad's expertise
Then tried to start my Valiant AP6
Flat as a tack
Jump start
New battery I reckon cause I had it disconnected so no offline draw could occur
So
Had a blast on the 916 late today to restore my faith in the internal combustion engine as a way of transport
Didn't miss a beat



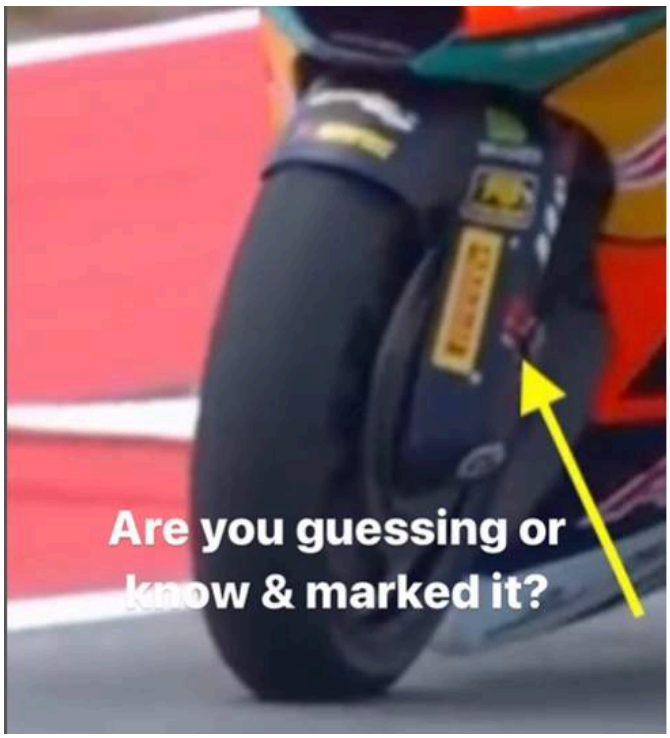
900 SS post test ride.





Dave Moss on single vehicle accidents and fork travel

From Dave Moss on Instagram #davemosstuning



NZ: 64% of all motorcycle serious accidents and fatalities are single vehicle accidents showing loss of control going into a corner. This may not be unique to one Country. Is it a very similar statistic in many Countries. One of the most alarming sights I encounter every day is that I see bottomed out forks constantly. The owner does not know this and as such, is unaware of the risk they have in each and every ride.

In conjunction with @accnewzealand we started a pilot program at shops across NZ to mark bottom out on each bike that was sold and the owner educated that when the cable tie gets close to that mark, come back and see us or make the changes given to you.

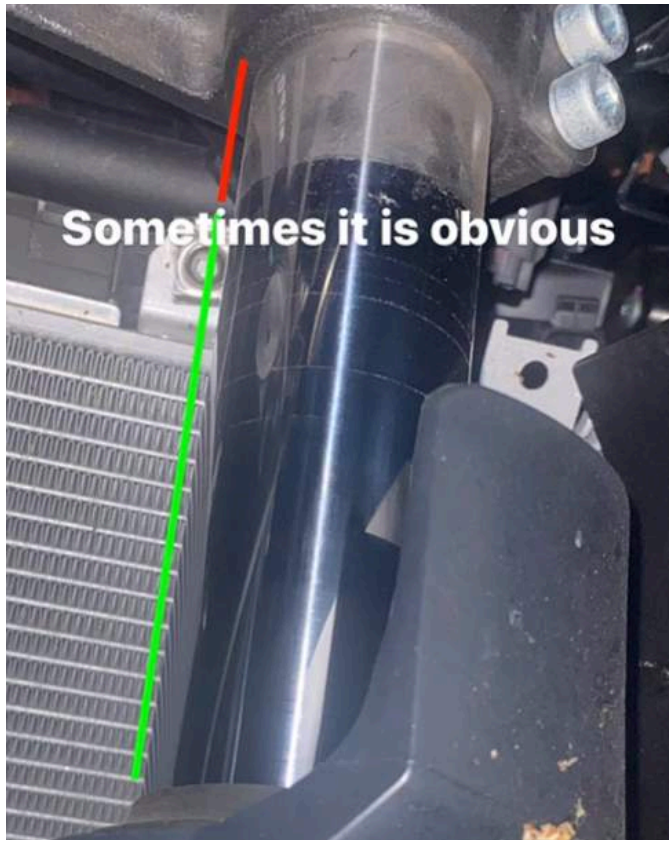
The DMT (Dave Moss Tuning) question today is:

1. Have you marked bottom out on your forks?
2. Are you willing to pay it forward and do this for other riders?

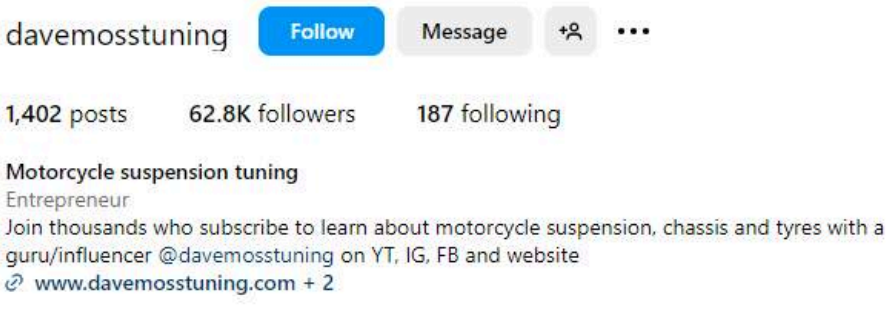
There is a general assumption that fork travel is always 100% of what you see and for the majority of forks, that is not the case. It may be that the sliding tube is 10mm, 15mm, 25mm or 40mm longer than the outer tube with upside down forks.

There is a video on how to do this for telescopic forks: **https://www.youtube.com/watch?v=8om9opU5Q5w&t=20s**
Upside down forks: **https://www.youtube.com/watch?v=eds3dn1LBkw&t=129s**

Please use the appropriate video for your bike and get this task done this weekend.







John and Caroline's Guildford Ride

Sunday 19 May

By Geoff Salmon



It had been a while since a Sunday ride headed north-west. While the weather looked dodgy it attracted eight riders and three pillions including a few from the west side of town that we don't see often. Tom Hinton travelled from Ocean Grove, Grant Milnes and Therese Kupper from Kyneton while Tony Cartwright and Toni Gibbins joined from Creswick.

The rally point was Lady Sevin Cafe in Whittlesea. It was a good choice and about the same distance from the inner burbs as Pakenham. The start was chilly and all left their gear fully on over coffee. Conversation included heated gear and use of bubble wrap by the thrifty. First aid got an enthusiastic mention at the briefing and Grant volunteered as TEC, resplendent in his pink hi-vis work vest. It set us up with a two-up lead bike and two-up TEC. After clearing the town's only set of lights we were on our way to.....Kyneton!?

The morning stop was supposed to be Newham but in a mix-up at Hanging Rock a lone 'Multi-looking thing' was mistaken as one of our own. A corner that was thought to be unmarked got marked and the mistake grew a life of its own from there. John had not mentioned Newham by name, only that we would stop for a break after an hour. In a creeping assumption that we were headed for Kyneton or Malmsbury, corners were being marked in the absence of a leader!

The initial mistake was mine and my penance is this report. A lesson for all I think, and without lessening my own blame, is that errors of this type are less likely if a route is published beforehand and/or detail is given at the briefing. In the end it was just a hiccup and after a romantic morning tea for two at Newham, and the rest of us scoffing pastries at Kyneton's Country Kitchen, we re-united and continued north to Metcalfe, west to Chewton and then onwards to Guildford Hotel.

The above was at a reasonable clip except for the looong and paaainnnfulll speed zone that extends from the outskirts of Chewton all the way into Castlemaine. What was a mix of 80 and 60 kph zones has now been 'harmonised' at 50 for nearly 6 km. The turn-off for Fryerstown gave respite and soon after we passed a large column of motorcycles that were identified as the Castlemaine contingent of Distinguished Gentlemen. If I had known I would have counted but suffice to say it was an impressive conga line of several hundred metres. Our own Rodney Brooke was one of them.

Guildford Hotel presents well in its re-opened format. The service and food is good by pub standards although a tad expensive after a sherbet and 10% weekend surcharge. Mark Slater paid a visit by car from Bendigo. He was mistaken as coming from the Distinguished Gentlemen event but it was just his normal attire, assisted by a bespoke walking stick following leg surgery. Mark often makes an effort to stay involved from afar.

As is often the case the weather deteriorated as we neared Ballarat. The mizzle was steady by Hepburn and stayed with us most of the way to Bulla. Of interest in that section – one of the old hotels at Trentham has re-opened and looked somewhat trendy through my visor fog. Also the Pig & Whistle was doing a roaring trade with perhaps 60 cars parked around it. And something I have not seen before - scores of kangaroos grazing the strip of land between Sunbury Rd/Tullamarine Fwy and Woodlands Homestead. Some were barely a dozen hops from the traffic if spooked.

Bravo Johnno & Caroline. A good route with good venues (I only assume Newham Cafe was good) providing a day out for our westerners and a helping hand for Captain Chris.

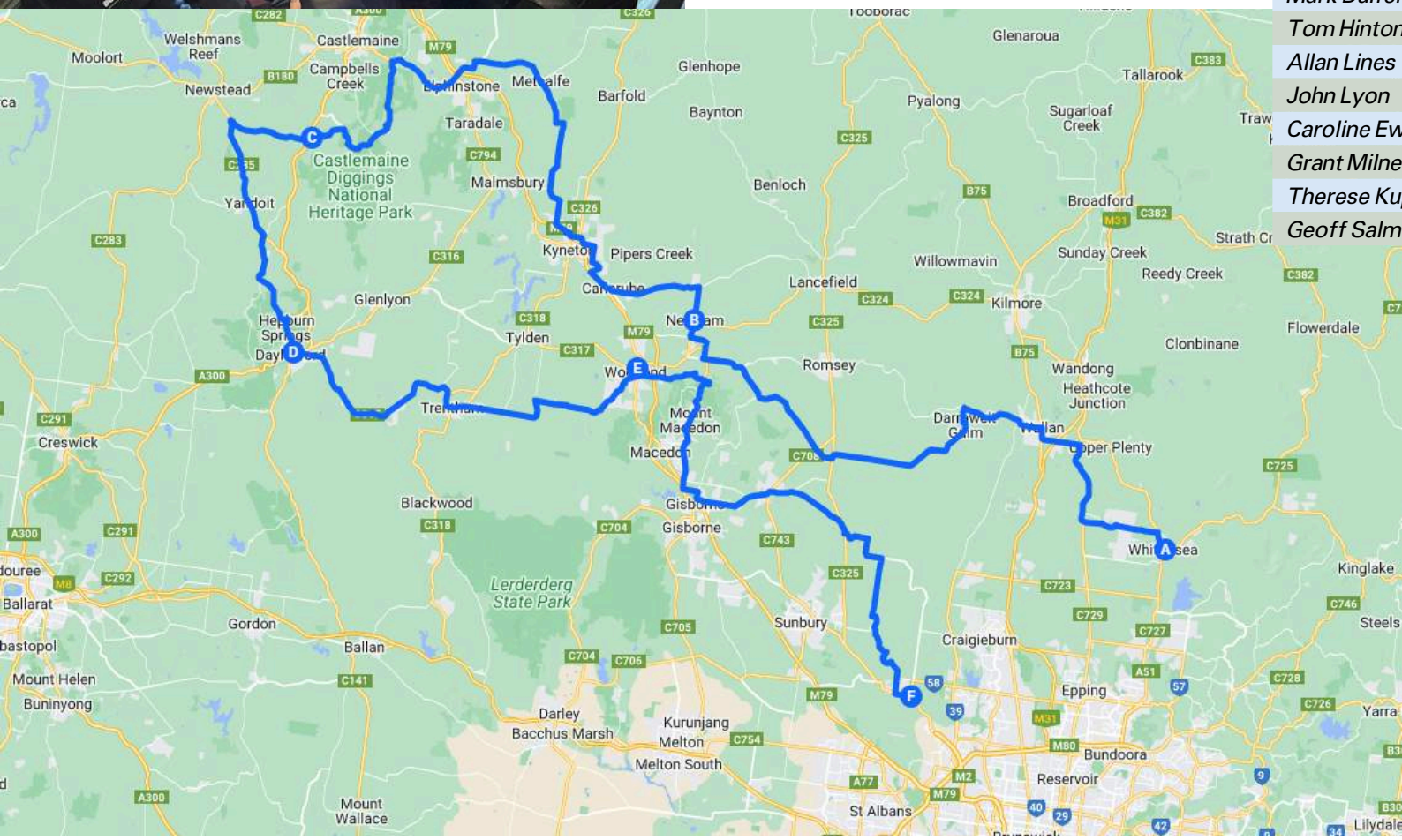


Guildford Hotel.



Lunch.

Member
George Bas
Tony Cartw
Toni Gibbin
Mark Dulfer
Tom Hinton
Allan Lines
John Lyon
Caroline Ew
Grant Milne
Therese Ku
Geoff Salm



The Route: **www.google.com/maps/d/u/0/edit?mid=1v5WA5vizoRIcQJPX89IwKQA3yXXdrmw&usp=sharing**

A cold but good Gippsland ride

By David Grice

Hi Neil,

I am a new member (March), and bought my first Ducati this year (February). I did my first group ride with the club with Chris on 14th April.

I couldn't make the new members welcome ride but was inspired by the general route description and pulled this ride together for me and a few friends from work & Oakleigh Motorcycle Club where I know my friend Greg (we ride trials together).

David Grice



The Gippsland ride

On a brisk Saturday morning Neelav, Rory and myself set out on a 450k-ish motor bike ride.

We met at 7:45am in Fitzroy North early enough so we could meet my friend Greg in Yarra Junction at 9am. It's at this point Rory's expectations of a gentle start to the day and coffee stops were completely shattered.

The ride out of Melbourne was uneventful, and free of significant traffic. After Lilydale however, the temperature (which wasn't high to begin) with started to drop and we saw 8 degrees Celsius start to appear on the dash. It was a clear sunny morning with lots of hot air balloons scattering the sky in the Yarra Valley. Once in the twisties on the Warburton Hwy it was smooth sailing, however we were still getting into our overtaking & riding as a group 'groove'.

We met Greg on time and discussed the lead & tail rider system which we would go onto use.

The temperature dropped again and the roads were still greasy as we navigated to twisty roads from Yarra Junction to Nayook, having to stop to let a spirited driver get past us (for those assuming we were hooligans on bikes will be severely disappointed). It's at this point those equipped with heated grips (2 out of the 4) were having a little more fun.

The roads from Nayook, Neerim and down into Warragul were amazing. We saw a camel in a farmers front yard to break up the monotony of usual livestock as well as the most amazing panorama as the world fell away exposing the distant hills of south Gippsland which was where we were headed next.

A quick stop for a toilet break and leg stretch in Warragul at the 2 hour mark while Rory was still wondering where the coffee was. He continued to be disappointed.





There was a bit of traffic on the road from Warragul to Korumburra and given everything was on track time wise it felt unnecessary to start overtaking. That said, the climb up the Gippsland hills was nice and the sunshine started to warm our backs.

We passed through Korumburra on our winding journey to San Remo on the edge of Phillip Island. Neelav pulled the group over to do a fuel check and the bigger bikes were fine however Neelav and myself were going to cut it fine. We decided to push on and chance it however we had our first casualty which was the sole of Rory's boot came away from his shoe. To quote Rory: "My boots were wearing flip-flops!".

The roads from Korumburra to San Remo were not well known to any of us going into this ride but looked appetising based on the corners per kilometre ratio being high. We were all amazed as we continued to navigate the hillside and stopped at the Loch-Wonthaggi lookout to grab the first pics of the day and taking in the views of the rolling hills fading towards the waters of Western Port bay.

The ride continued to lunch in San Remo where Neelav's fuel range concerns went from anxiety to panic; it was only offset by some sizeable trucks traversing some narrow roads and mud from tractors making corners a little more entertaining.

Pub lunch at the San Remo Hotel was burgers all round, providing a much-needed rest after ~4 hours on the bike and an opportunity to go over everyone's motorcycling resume and critique how the mornings ride went. Rory finally got his coffee and all was well in the world.

Fueled up (stomachs & bikes) we then set off on a lap of Philip Island passing the MotoGP track on our way to the Nobbies lookout & more photo opportunities. We decided to take it easy on the sole-less Rory and keep the stroll to the board-walks.

A stop in Cowes and Rhyll rounded out our loop of the surprisingly busy Philip Island. We encountered a number of people, buses and local markets which made more sense when we saw the P&O cruise liner parked off the coast.

Everyone agreed to head back to the city via Freeways and so began the journey home, with most of us home before 5pm. It was a big day, but there is already chatter of what is next.



Italian women deserve to be treated with respect

Sent in by Dale Alexander

Salve,
Grazie per aver letto.
Let me introduce myself.

I was born in Italy in a year that shall remain numberless (Italian women never divulge!).

My home town is Bologna in the region famous for bolognese sauce, prosciutto, balsamic, parmigiano reggiano, fast cars and of course, hot motorcycles – most of them red, like me.

I am a Ducati ST4S, a sports tourer, designed to take riders (and their pillions) on adventures. With a top speed of 180 miles an hour, I can keep up with the best of the German marks (Mercedes, BMWs, Audis – almost always painted black) on the autobahns, but am at my best on rolling rural roads where my handling and suspension really come into play.

Exported to the UK soon after my final testing at the factory, I was forced to give up my Italian heritage and become fluent in English (oh the shame). I spent a few years with an English owner before being sold to an Irish motorcyclist and facing another strange language. He obviously didn't love his Italian steed though.

For the past few months I have virtually been in hell, stored in a cold, dark barn on a property in southern Ireland with a few other motorbikes – gangly adventure bikes with no class or style apart from the cute little Moto Guzzi up the back. At least I've managed to master Japanese and German as well. A multi-lingual Ducati!

Just a couple of days ago, the door of the shed slid open and light flooded in. The cold, wet winter was over and spring had sprung. Two tanned people were standing in the opening, squinting in towards my spot. Had I died and gone to heaven or was I about to be rescued by Romeo and Juliet maybe?

He: "She looks the goods."
She: "Not too shabby."
He: "She'll be right."
She: "Let's hit the road."
He: "No worries mate."

Forget heaven, I was in hell. Who speaks with an accent like that?

The reality came crashing down. My Irish owner had done a deal with some guy from far-off Australia where they once sent convicts. Apparently he had owned a lot of bikes in the past and had even raced superbikes. He had always held a dream of riding a



motorcycle through Europe with his wife. I quickly discovered I am part of that plan. No "Dear Signora, piacere". Not even an invitation, per favore or any sort of polite request. After three months in prison, I have become slave labour.

They load me up with their gear, my luggage cases in use again. What am I? A pack horse? They set off north to Dublin along the motorway on the first leg of their three-month journey with the wind on their backs and big smiles on their faces.

Well I'll show them who's boss. Italian women deserved to be treated with respect grazie!

Two hundred kilometres up the road I decide I've had enough. The rain clouds are threatening and there are no off-ramps for miles. I want to teach New Owner a lesson. Now if I just undo the cam sprocket a little. Bang! Ouch! That hurts! A self-inflicted wound but soooo worth the pain. He realises there is something terribly wrong and pulls over to the left verge, riding me slowly in first gear for a few kilometres before stopping, sheltering below an over-pass.

Ping! That took the smile off your face mister. Adventure over – caput!

Little did I realise that the motorcycling fraternity is strong around here. One guy stops his Yamaha, questions the sanity of New Owner for buying a Ducati "of all things" (imbecile) and then attempts to phone a pick-up service in Dublin. But it's Sunday and nobody answers. Ping 2!

The next knight in shining armor is a Croatian riding a Harley who one again scoffs at my reliability (pot calling kettle...) and gives New Owner the phone number of a mechanic mate who may be able to assist. He also issues a warning about being wary of strangers offering help (pot calling kettle...) before riding off into the distance in a cloud of smoke. Ping 3.

Mechanic mate is 100 kilometres away and reluctant to forgo his Sunday afternoon siesta to come and pick us up so New Owner walks to an emergency motorway phone and calls for help. After being diverted through a Filipino call centre and back to Ireland, he is told that help will be there "shortly".

Thirty minutes later it is getting cold and dark he starts pushing me along the motorway in the hope of reaching the next off-ramp. But New Owner is in luck (mamma mia!), just 50 metres along, a car with a rusty old horse trailer comes to the rescue, the driver inquiring: "Did you call for help?"

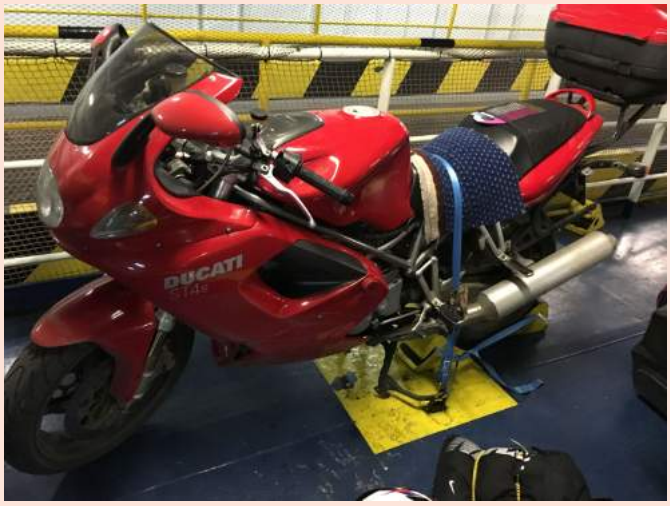
They load me into the back and head into Dublin. Oh the shame. A feisty Italian redhead banished to a nag's trailer being towed by of all things – a Volvo. These Aussies might be harder to crack than I first thought.

Now here I am stripped of all my dignity and being punished for my behaviour. My curvy tank, my hot red side covers and my mounded seat have all been removed. I feel naked. New Owner has let an Irishman, a mechanic called Robbie, tackle me with his tools. Rumor has it that he trained with the best at the Ducati factory in Bologna, but I don't remember him from my childhood.

I am booked in for a full service and they discover the cause of my problems, a very worn cam belt. I get the full treatment, new fluids, a new battery, lots of TLC. I feel like a new woman, but I don't trust New Owner yet. He needs to realise just who the boss is in this relationship.

A bonus is that I have now have a new friend: Gloria the Garmin. She's a GPS unit and is sharing my battery power. I've managed to convince Gloria to take Mr and Mrs New Owner along every windy back road, through hail and sleet, past tractors and smelly slurry carts, stuck behind buses and trucks throwing out mud and past signs that warn of funerals processions ahead.

We've now reached the end of Ireland. I'm filthy and being loaded on a ferry for an overnight trip on the high seas to France. I'm tied down tightly behind one of those gangly adventure bikes (dejavu) in the bowels of the Oscar Wilde ship, facing certain death if we sink. Apparently there are no life boats for Italian motorcycles.



Tied down in the bowels of a ferry.

However, I have a feeling I might grow to enjoy this adventure. It may actually turn out to be molto bene. I am heading closer to home than I've ever been before and looking forward to bella Italia.

Gloria and I may just have to behave for a while...

Arrivederci





Ducati's Ayrton Senna-inspired Monster is a work of art

By: Robbie Bacon from RideApart.com – *Thanks to Rob Labuc for sending in the link to this.*

As Formula 1 drivers prepare to tackle the Imola circuit this weekend, Ducati unveiled a limited edition Monster to commemorate one of the lives we lost to this track 30 years ago: Ayrton Senna.

For those who might not know, this isn't some random commemorative motorcycle. Senna was not just a lover of Ducati but a collaborator with the brand. After he was gifted an 851 SP and saw the **916** in person, Ducati and Senna Brands came together to create the 916 Senna. Senna wouldn't live to see the production of the 916 Senna, but he was one of the first owners of the original **Monster 900**.

The unveiling of the Monster Senna will be hosted by Claudio Domenicali, Bianca Senna, and Stefano Domenicali at the Formula 1 Grand Prix at Imola.

Here's everything you need to know about this beauty:

The livery is by far the most striking aspect of this Monster and was created by the Centro Stile Ducati with the participation of Senna Brands. It's inspired by the helmet design Senna sported throughout his career, and the yellow, green, and blue scheme pays homage to his home country of Brazil.

Fans of Ducati's Monster will know it's a machine that can wear many faces. It's an undeniably sporty motorcycle but leans on its character, style, and ability to create fun just as much—something that resonated with Senna.

According to Claudio Domenicali, Ducati Motor Holding CEO,

Ayrton Senna was and will forever stand as an icon. A sports legend, an extraordinary person, and a passionate motorcyclist whom we wish to honor with a special edition of one of the most iconic models in our range: the Monster. Senna was one of the very first owners of the Monster 900 and perfectly represented the values of this bike: style, boldness, and fun. The Monster Senna demonstrates how honored we are to define a champion of this incredible level as a true Ducatista.



Ayrton Senna aboard the 916 Senna.

Bianca Senna, Ayrton's niece, and Senna Brand's CEO, had this to say about the partnership, "The partnership with Ducati is historic and very relevant today. The Monster is a perfect motorcycle to recall Ayrton's lifestyle, focused on high performance but able to enjoy leisure moments. Fans around the world who admire Ayrton will find this partnership a genuine tribute to his legacy".

It's not just the livery that makes this Monster special, everything is special. Only 341 units will be made — 3 represents the number of World Titles Senna won in Formula 1, while 41 is the number of Grands Prix where Ayrton took first.



la passione italiana

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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 everthing in between.

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A bike that defined an era

By Ian Falloon 3 April 2024

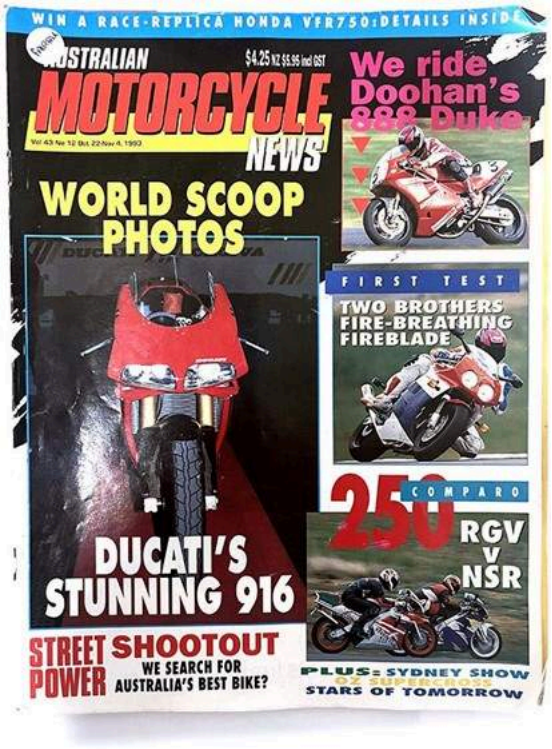
An Ian Falloon Retrospective - which is a reader-supported publication. To receive new posts and support Ian's work, consider becoming a free or paid subscriber: www.ianfalloon.com



As it is now thirty years since Ducati released the 916 it's appropriate to have a look at this bike and assess its general significance within Ducati's historical landscape. Throughout the 1990s I was a regular visitor to the Ducati factory at Borgo Panigale, and during one of these visits managed to view and photograph the prototype 916. While visiting my good friend Maurizio "Mr Pompone" Bavaresco at the Bikers' Restaurant near Monte Grappa in September 1993, Maurizio suggested we ride down to Bologna. A friend of his at the factory said there was something we should see.



The ride with Maurizio's group was nearly as memorable as the visit, with no care taken to observe speed limits and the traffic in small Italian towns miraculously clearing to provide a path for half a dozen speeding motorcycles. On our arrival at Borgo Panigale Massimo Bordi agreed to a private viewing of the 916. It was set up in a special room in preparation for the release at the Milan Show. In the meantime Bordi said, "no photos please", but later one of the employees who was mates with Maurizio let us in a back door. I took the photos and sent the film of Kodachrome airmail to Ken Wootton at Australian Motorcycle News. It appeared on the cover a few weeks later with the title "World Scoop Photos."



Although the 916 looked revolutionary with its strong frontal aspect of twin poly-ellipsoidal headlights, single-sided swingarm, and exhaust system exiting under the seat, it still represented Ducati's traditional philosophy of evolution. At the heart of the 916 was the Desmoquattro 90-degree V-twin, born in 1987 as a 748 before growing to 851 and 888c. The 851 and 888 were great Superbike racers but flawed production bikes.

When Massimo Tamburini set about designing the 916 at the Cagiva Research Centre in San Marino he was determined his baby would be faultless. So while the 916 engine was essentially a stroked 888, with the same liquid-cooled double overhead camshaft cylinder heads and Marelli electronic fuel injection, the rest of the motorcycle was new. Serious consideration was given to the twin-spar deltabox aluminium frame then becoming popular, however tradition won and Tamburini eventually eschewed this in preference to the Ducati space frame.

Tamburini embarked on the 916 design during 1988. This lasted almost six years and was codenamed the 2887 project. Work on the geometrical aspect of the 916 frame took place over a two-year period even before the construction of a prototype.



From Ducati's racing experience with the 851 and 888, the requirements for the 916 included a reduction in the wheelbase from the 888, yet provide as close to 50/50 weight distribution as possible, along with adequate wheel travel. This meant placing the front wheel as close to the engine as possible and the engine was rotated forward 1.5 degrees to help the front tyre clear the cylinder head. Tamburini was also intent on creating an extremely strong steering head structure, with an 80mm in outer diameter, with special bearings to allow for a thick (35mm) steering tube. An important element in the design was the incorporation of adjustable caster without altering the wheelbase. The definitive frame configuration was completed in January 1992, an important structural component being the sealed airbox with the lower part of the fuel tank forming the top of the airbox.



Another important consideration in the design was a reduction in frontal area and an improvement in aerodynamics over the 851/888. This led to the small overall size of the motorcycle, and the shape of the fairing, fuel tank, and seat. From above the shape was intentionally designed to emulate the curves of a woman.



Part of the Tamburini philosophy was to feature individually designed components for every part of the motorcycle, even the fasteners were not shared with the earlier 888. The front 43mm Showa triple clamps were machined in pairs, the chill-cast lower triple clamp notable for its exceptional depth. In the early 1990s Ducati still dreamed of winning the both the Suzuka Eight-hour race and the Bol d'Or, so the 916 was designed with a single-sided swingarm to allow for rapid wheel changes.



The first 916 produced only 114 horsepower at 9000rpm but sheer power wasn't what the 916 was about. Although capable of 260km/h, there were faster and more powerful motorcycles available. The 916 offered more than engine performance, providing a balance between the engine and chassis that set new standards. Unlike most earlier Ducatis there was a homogeneity about the design that took the 916 to another dimension.

But while the 916 was ready for production by the end of 1993, Ducati was still owned by Cagiva and they were always teetering between staying afloat or sinking. Cagiva was based in Varese near Milan and I would always visit Varese on my trips to Italy. I got to know the press man Luigi Giacometti very well, and also the boss Gianfranco Castiglioni. The factory at Varese back then was still a relic of the Aermacchi days and basically a series of converted aircraft hangers on the shore of Lake Schiranna. Somehow they still managed to assemble a range of Cagivas, including the Ducati-powered Elefant.

On a trip to Bologna in September 1994 I found Borgo Panigale is disarray. A fire in the paint shop some months earlier had virtually closed the Ducati factory and all 916 production had moved to Varese. Borgo Panigale was still producing the engines but that was it. Ducati's press lady Silvia Frangipane suggested I travel to Varese to check it out. On arrival I found nothing had really changed. It was still only an assembly line, and much more rudimentary than at Borgo Panigale. Boxes of parts were strewn around without the organisation evident in Bologna, but they still managed to manufacture 3196 916s of various types.



Today there is a certain folklore surrounding these "Varese" 916s, and much of it is probably concentrated on the variability of specification due to the staggered delivery and haphazard storage of components. Unlike Borgo Panigale which was still a manufacturing facility, the Cagiva factory at Schiranna was only an assembly works, and a remarka
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locations it is hard to
were the same specif
Borgo Panigale.

What the 916 did for D
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the class-leading stan
other Ducati had such
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performance world fo



Ian Falloon Retros
publication. To rece
work, consider becc

Upgrade to paid

916 Monoposto Europa	1994
916 S.P.	1994/95
916 S Monoposto Europa	1994
916 Biposto Europa	1995
916 Biposto Europa	1996
916 Sport Production	1996
916 Monoposto USA	1994/95
916 Monoposto USA	1996
916 Monoposto California	1994/95
916 Monoposto California	1996
916 Biposto Svizzera	1994
916 Biposto Svizzera	1995
916 Biposto Svizzera	1996
916 Biposto Australia	1994
916 Biposto Australia	1995
916 Biposto Australia	1996
916 Biposto Giappone	1994
916 Biposto Giappone	1995
916 Biposto Giappone	1996
916 Biposto Germania	1995
916 Biposto Germania	1996
916 Biposto Inghilterra	1994
916 Biposto Inghilterra	1995
916 Biposto Inghilterra	1996
916 Biposto Francia	1994
916 Biposto Francia	1995
916 Biposto Francia	1996
916 SENNA Brasile	1995
916 SENNA Europa	1995
916 SENNA Svizzera	1995
916 SENNA Giappone	1995
916 SENNA Germania	1995
916 SENNA Inghilterra	1995
916 SENNA Francia	1995
916 SENNA Europa	1997
916 SENNA Svizzera	1997
916 SENNA Giappone	1997
916 SENNA Germania	1997
916 SENNA Inghilterra	1997
916 SENNA Europa	1998
916 SENNA Australia	1998
916 SENNA Giappone	1998
916 SENNA Germania	1998
916 SENNA Inghilterra	1998
916 Team Ufficiali	1994
916 Factory	1995
916 Factory	1996
916 Factory	1997

Ducati 916 models and production numbers

From Ducati.ms 7 Sept 2007
https://www.ducati.ms/threads/ducati-916-production-numbers-all-years.29328/

Referring to your request we are glad to list here below the 916 production data from 1994 to 1998:

916 Factory	1998	18	1,451
916 S.P.A.	1996	54	711
916 S.P.S. 996 cc	1997	404	199
916 S.P.S. Europa	1998	958	800
916 S.P.S. USA	1998	100	713
916 S.P.S. Fogarty Replica Inghilterra	1998	202	497
916 Biposto Europa	1997	1.093	793
916 Biposto Europa	1998	945	200
916 Biposto Europa, Giallo	1998	392	260
916 Monoposto California	1997	300	80
916 Biposto California	1997	250	120
916 Monoposto California	1998	300	220
916 Monoposto California Giallo	1998	100	100
916 Biposto California	1998	100	65
916 Biposto California Giallo	1998	100	85
916 Biposto Svizzera	1997	200	100
916 Biposto Svizzera	1998	50	60
916 Biposto Svizzera Giallo	1998	20	68
916 Biposto Australia	1997	141	118
916 Biposto Australia	1998	86	340
916 Biposto Australia Giallo	1998	22	195
916 Biposto Giappone	1997	25	193
916 Monoposto Giappone	1997	164	258
916 Biposto Giappone	1998	12	158
916 Biposto Giappone Giallo	1998	6	141
916 Monoposto Giappone	1998	30	360
916 Monoposto Giappone Giallo	1998	15	180
916 Biposto Germania	1997	690	31
916 Biposto Germania	1998	205	150
916 Biposto Germania Giallo	1998	45	10
916 Biposto Inghilterra	1997	580	35
916 Biposto Inghilterra	1998	235	30
916 Biposto Inghilterra Giallo	1998	141	15
916 Biposto Francia	1997	271	30
916 Monoposto Francia	1997	100	151
916 Biposto Francia	1998	80	20
916 Biposto Francia Giallo	1998	27	70
916 Monoposto Francia Giallo	1998	8	30
			30
			91
			34
			41
			50
			84
			14
			6
			6
			8

We hope we have been useful to you.
Kind regards,
FRANCESCA SOLA
Customer Service
Ducati Motor Holding Spa
Borgo Panigale - Italy

My 916

By Dale Alexander



I guess my love of all things motorcycle in the early 70s was triggered by a Honda CT90 - I know the simplest of things!

A list of off-road, road and race bikes followed. But my first real experience of those bloody red bikes (yes I have since learned the error of my ways) was on racetracks in the early 90s, where no matter how much horsepower I had, I couldn't get out of corners fast enough to run them down!

Some years later, I was picking up a new farm bike and the dealer had his personal 916 parked out the front: "Dale, there will be a hold up with your new bike". So candidly, I said "Chuck me the keys to the Ducati and we'll call it square". And he did...

I made a decision then to one day own an original 916. I purchased my '96 red 916s biposto about six or seven years ago (it wasn't my first Ducati – I owned a ST4s in Ireland a few years earlier). It has the usual trick bits: Termis, a chipped ECU, slipper clutch, open clutch cover, braided brake lines and the like, but I added a Wilbers rear shock and a manual over-ride for the thermo fan (a must on these bikes and the STs). I also put a fair amount of work into freeing up the rear pivot swing-arm bolt that had rusted itself solid and replacing the ECU that managed to get moisture in it.

The bike is as gorgeous today as it was when released and you can find yourself just looking at it in the shed. Riding the bike is an uncomfortable experience, not the most powerful of bikes, but the theatre, the noise! It is an old-school race bike, a 250 in size that's had way too many steroids. Turn the throttle and it wants to throw you off the back, hit the brakes and it throws you off the front, no electronics to intervene or limits on engine power, and because of all the madness and the way the bike makes you feel, I love it.

No matter where this bike is parked, there are always people looking at and this worries the hell out of me with the silly self-retracting, fragile side stand. If they are not looking at it, they are telling you how good it sounds! This bike excels on twisty, very smooth roads and I challenge anyone to get off this bike (not an invitation) without a smile on your face. At the end of the day, isn't that why we ride bikes?

My 916 track bike

By Pete Dowling



Your bike's year and model?

1997 Ducati 748 S Biposto

Why did you buy it?

The design, performance and it was a good price at the time.

I bought it in 2007 from NSW as I needed a dedicated Ducati track bike.

Not being mechanically minded (I'm a Cole Trickle - Days of Thunder reference), I grew tired of my Suzuki RGV250 not performing as it should.

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

Love it.....it's iconic even today some 27 years later. I still have people admiring the bike.

I rotate between black and red trim, although I don't think you can get better than the original red.



Original trim.

Anything you don't you like about it?

Italian bikes are like Italian women.....like my wife, they soon let you know when they're unhappy.

What changes have you made to it, and why?

Carbon Exhaust, rear sets, Magnesium wheels and race trim...other than that it's a stock 1997 Ducati 748

How is it to ride?

Awesome on the track.....somewhat uncomfortable on the road.

It hates low speed, gets hot and you know deep down it just wants to be unleashed and ridden how it was designed.....fast.

Favourite roads for riding this bike?

The racetrack – Broadford and Phillip Island

Road you'd really like to ride on this bike?

Anywhere....that has dry asphalt, not a fan of the wet.

Other cool stuff about this bike?

It's a Ducati 748.....the sound!

How long will you keep it?

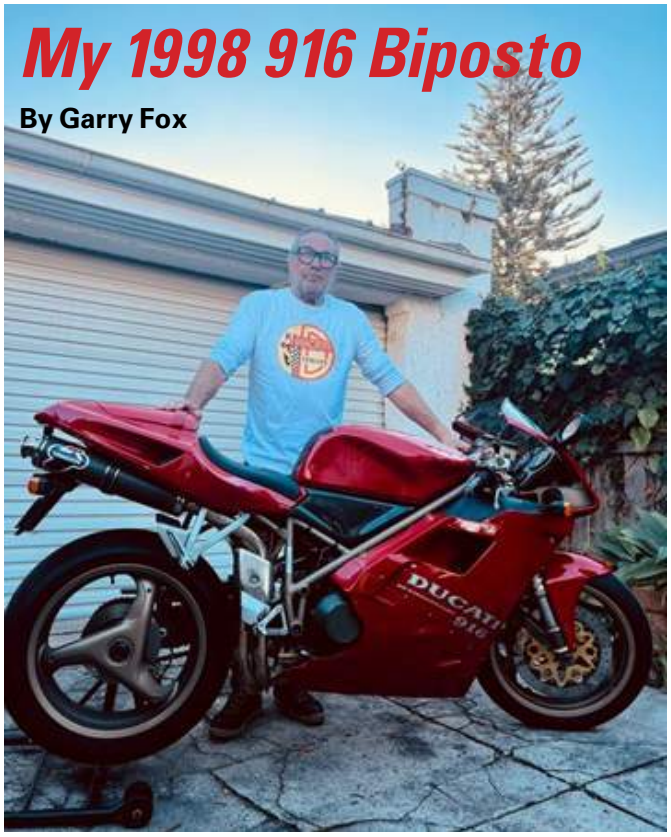
No plans to sell it.....won't say never, but it's too much fun.



Race trim.

My 1998 916 Biposto

By Garry Fox



Your bike's year and model?

1998 916 Biposto

Why did you buy it?

I've always wanted one , an affordable project bike became available through riding friends

How do you like the look of it?

When I bought it the bike was a complete basket case now thanks to Chris Wallace painter , Brad Black's skills and hours on the internet searching for parts its beautiful.

Massimo Tamburini's masterpiece , many reviewers rate it as the most beautiful motorcycle in the last 50 years . . . and i agree

The colours?

Ducati .....Red ... what more is there to say

Anything you don't you like about it?

Not so far , maybe a bit of suspension work to suit rougher roads

What changes have you made to it, and why?

Riding position upgraded with the fitment of 748/916 Helibars - Brad's recommendation great idea

How is it to ride?

I'm still getting to know the bike but i love it ,it's not as cushy a ride as my ST3 but that's understandable

Favourite roads for riding this bike?

Anywhere , but inner city traffic ain't your friend especially on a hot day ... posing in bike jeans is going to get your leg burnt !!!

Road you'd really like to ride on this bike?

The bike likes smoother roads the way the suspension is set up ...its a super bike .. so maybe some gentle track days ...bike has more ability than i do !!!

Other cool stuff about this bike?

It's a 916 need i say any more ...the sound of both intake and exhaust and the dry clutch rattle quintessential Ducati and the way it tips into corner ..

How long will you keep it?

Til death do us part



My 748 R

By John Lyon

I bought my 748R used in 2007 as my Mille had been diagnosed as needing open heart surgery.

Over the years I have have done over 70,000 kms on it, I often referred to as my sport tourer as being my only bike it did a lot of touring. It's amazing how you can get by with a tank bag and a small day pack. I did many 800km+ days, Forster (NSW) to Phillip Island and back then when living in Canberra many return trips to PI and Melbourne, never on the Hume of course.

I fell in love with the styling of this series when I first saw a 916 in '94. Frasers bought one down to Melbourne and DOCV were fortunate enough to have it at a club meeting.

I'll only sell this bike if I ever admit that I can no longer ride it.







My 748 R road and track bikes

By Andrew Miles



I've always admired Ducati but could never afford one and after some 25 years away from bikes I purchased a 748R to re-enter the world of motorcycling. I liked the idea of owning a road going version of a world class superbike with single seat, slipper clutch, Ohlins, Brembo brakes and the look of a serious racer.



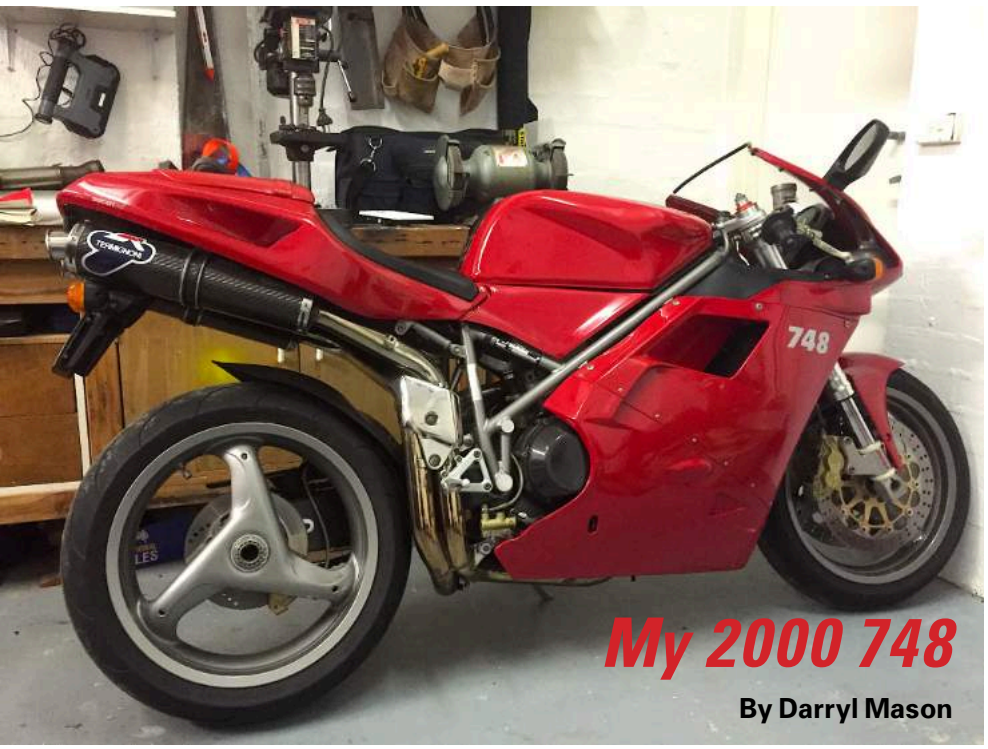
It was such an enjoyable bike to own and ride that I purchased a second 748R just for track days. With the help of Rob at MPR my track bike was lightened and re-mapped and that's when I really discovered what riding a Ducati on a race track was all about. While the 748 didn't have the top end speed of bigger bikes it more than made up ground under brakes and around corners.

My road going 748R has done both a Tasmania and Canberra Tourismo's and countless day trips closer to Melbourne. For what were considered high performance bikes back in 2001 their reliability was second to none and testament of what Ducati achieved with the 748/916 models. I can't recall either bike ever letting me down.

The 748R is an amazing bike and I have no intention of parting ways with my road going version. Apart from occasional warm ups and around the block, it remains polished, serviced and under wraps.

When I was riding it, my favorite rides were very early morning during summer along Great Ocean Road via Deans Marsh to Apollo Bay and back before roads became busy.

These days due to age, fitness level and injuries I can know longer do such a long ride. Instead I trailer a Panigale to Deans Marsh in luxury and then continue to Apollo Bay on two wheels. I highly recommend Panigale as a more age appropriate bike in old age.



My 2000 748

By Darryl Mason

Your bike's year and model?

2000 - 748

Why did you buy it?

I just love the style of the 748 and 916 its iconic

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

The look is timeless and will always be the Ducati everyone wants, Red there is no other colour for a Ducati.

Anything you don't you like about it?

The one thing I don't like is its in bits and pieces all over my garage at the moment whilst it undergoes a full rebuild!

What changes have you made to it, and why?

No changes, I purchased it with Termi pipes and that's all it needs.

How is it to ride?

Fantastic.

Favourite roads for riding this bike?

Grand Ridge Road

Road you'd really like to ride on this bike?

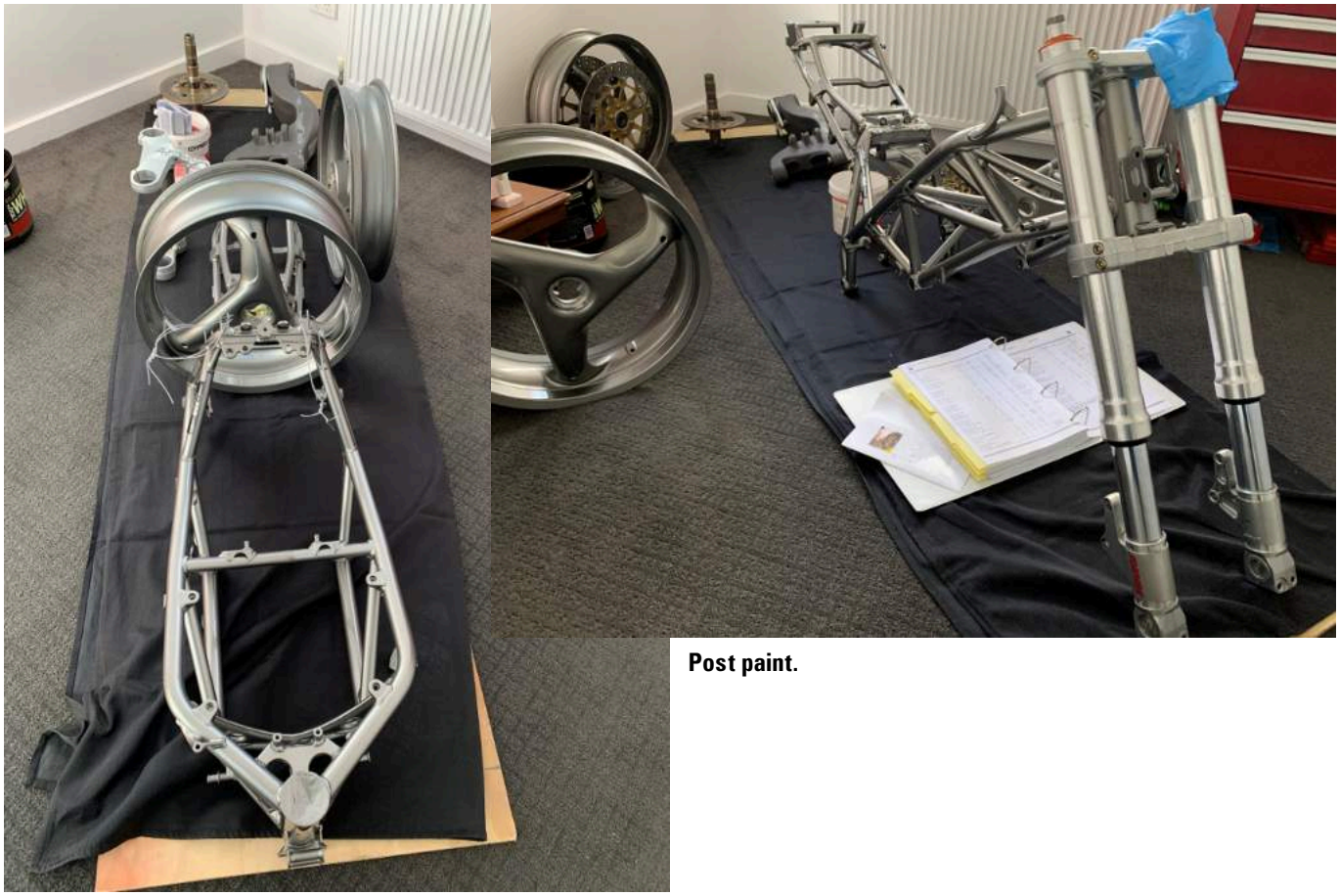
Bonang Road

Other cool stuff about this bike?

The look is incredible, I am lucky enough to own a 1098s and 1299s, and the 748 is always the one the draws me in.

How long will you keep it?

As long as I keep riding.



Post paint.

A top day out

By Garry Fox



Last Wednesday was a beautiful riding day in Victoria

David BMW R1200GS and Garry Ducati 916 took a ride

Met David atBM Ringwood where his battery issues were successfully resolved

Colder weather has certainly released the angry pixies from the black box meant to contain them

As James Hatfield vocalized
Give me fuel ... give me fire
I digress

Yarra Glen bakery

Break o day Rd

Yea coffee

Fond regarden Rd

Whanregaren Rd

Eiidon

Skyline

Black yearling jumping across rd caused sphincter tightness

Alexandra pub for lunch

3 Guzzi and an ST2 also parked out front

Marysville Spur Healesville Gin

Home

Top day




3741
ADVENTURES
BRIGHT • VIC



For Sale: Panniers off a 2018 Multi (bike written off). Price $700. Contact Pino 0431 718 555







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



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. Shorty 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



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



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

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 reversable 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

June General Meeting and AGM

18 JUN 2024

Location: The Manningham Hotel, Pavilion Room

Arrive from 6:30 for drinks, a chat and a meal. Meeting officially kicks off at 8:00 PM

The AGM is always a fun evening!

Come along to support the volunteers who keep the club running.

This year we have door prizes of $200, $100 and $50 – you can't win it if you're not in it!

Chris's Murrindindi Meander

21 JUN 2024 – 9:30 AM

Meeting location: Platters Cafe, 67 Main Hurstbridge Rd, Diamond Creek

Yes that's right. It's a Friday. Trying something different!

Starting with a coffee at Platter's Cafe around 0930. We'll be looking for a departure at 1000. Please arrive with a full tank as the next stop for fuel will be in Alexandra where we will stop for lunch at the Corner Hotel. The aim is to traverse, as possible, the Murrindindi River with a fun run (as per usual) on the Whanregaren Rd, a personal favourite . Returning through Caveat and Ghin Ghin and on to either Whittlesea or Kinglake for a departure coffee and /or cake for whoever needs the sugar.

Queries: Chris - **captain@docv.org** or 0412 250 440

New concept ride. Start ride after Lunch in Emerald

14 JUL 2024 – 11:30 AM

Meeting location: The Emerald Corner store Cafe, 371 Belgrave-Gembrook Rd, Emerald

Self navigate yourselves to the The Emerald Corner store Cafe, 369 Belgrave - Gembrook Rd, Emerald for lunch. See website for details and menu. Have lunch and swap stories and look at each others bikes. Would love to see some 'Red Plate ' bikes here.

After lunch we can go for a ride. I will lead a ride heading north toward Healesville.

Or you may like to lead your own ride heading south or even east.

Or just have lunch , chat and enjoy your own day

It's a new financial year thus its time for some new ideas. I'm planning on running a few more days like this and possibly midweek also.

So let me know what you think.

Queries: Chris - **captain@docv.org** or 0412 250 440

July General Meeting

16 JUL 2024 – 8:00 PM

Location: The Manningham Hotel, Pavilion Room

Our July General Meeting is at the Manningham. Formalities start at 8 pm while socially the night is underway by 6:30. Please register so we can track numbers - see you there!

Prelude Ride to Neerim South - Dirt!

21 JUL 2024 – 9:15 AM

Meeting location: Butlers Pantry, 1090 Wellington Rd, Rowville

The main event is 'Lunch with Kathy' at Neerim South Hotel and this is a dirt option to get there. It is a proposal only at this stage - to be confirmed when likely weather is known.

The route is all-weather 2WD. There is nothing technical intended but you will need an appetite for gravel roads. There is a lot of them, comprising warm-up sections to Gembrook and then Gembrook to Neerim entirely.

For those who want more, a run around Neerim Plantation is planned after lunch and then an alternative return to Rowville through Bunyip State Park.

Registrations are capped at 8 but please join the Waitlist if it fills. Riders on non-Ducati marques are welcome.

Lunch with Kathy

21 JUL 2024

12:30 PM Neerim South

This is another social lunch hosted by Kathy Hodge. It can be a self-navigated ride if you like, or a drive allowing partners to get involved. Previous lunches have been well attended by significant others.

This year lunch is to be at the Neerim South Hotel, Neerim South for a 1230 luncheon. Kathy has made arrangements for many to attend so please register early so Kathy can confirm details with the Neerim South Hotel. **https://neerimsouthhotel.com.au/**

Special needs: Kathy - **hodgek9728@gmail.com**





DOCV EVENTS

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
- 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. 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
- **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 k**eeps 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.

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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