

DESMOTO

DUCATI OWNERS **CLUB** of VICTORIA

DECEMBER 2025



NEXT SOCIAL MEETING

BBQ by the Yarra

6 Jan 2026, 6:00 PM

*Location: Yarra bank
opposite Botanical gardens*



Mornington

Your Premier Victorian Ducati Dealership Located On The
Mornington Peninsula



Explore our newly renovated showroom and discover the
ultimate Ducati experience, including:

- Authorised New and Used Motorcycles
- Ducati Factory-trained technicians
- Full service and repair workshop
- Extensive range of apparel
- Large selection of accessories and spare parts

185 Mornington-Tyabb Road, Mornington, VIC 3931

(03) 5976 3800

<https://www.ducatimornington.com.au/>

INDICE

DECEMBER 2025

Official DOCV Web Site:

<https://www.docv.org>

COMMITTEE REPORTS	5
DUCATI NEWS	10
NEWS	13
NOVEMBER CLUB MEETING – TWO GUEST SPEAKERS	15
DARGO WEEKEND	16
THE TREASURER’S TRAVELS	19
CASTLEMAINE LUNCH RIDE	20
DOCV 2025 CHRISTMAS MEETING: CELEBRATION, GRATITUDE AND GRIT	22
POUNDING SAND IN SOUTH CAROLINA	25
CLUB HISTORY – PART 4	26
FOOT IN BOWL PHOTOGRAPHY	29
DESMOTO VENDI	30
DOCV EVENTS	32

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: Multistrada V4 RS.

Back page: Ducati singles by Russ.

Ducati Owners Club of Victoria Inc.

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

DOCV Committee Members and Office Bearers

President / Merchandise	Vice President / Membership	Secretary	Treasurer	Club Captain	Desmoto Editor	Spares / Club Permits
						
Neil Larson	Tom Hinton	Geraint Gardner	Mark Duffer	Chris Williams	Louis Putter	Daryl Grant
All club matters	Membership, stands in for Pres	Meeting minutes, official documents	Payments, accounts and advertising	Rides and Fun Days	Desmoto	Spares, tools and advice
pres@docv.org	vicepres@docv.org	sec@docv.org	treas@docv.org	captain@docv.org	editor@docv.org	spares@docv.org

Co-captains: Garry Elphinstone, Geoff Salmon, Evan Rubenstein, Daryl Grant,
John Lyon, Neil Larson, Glenn Loechel and Peter Shearman

Library: **Garry Elphinstone** librarian@docv.org

Life Members: Garry Elphinstone, Ric Begg (dec), Peter Shearman, Gerard Porter, Gary Parnaby,
Lawrence Gibbs, Peter Sack, Stephen Frew, Ralph Green (dec), John Slater, Russ Murray.

General Meeting and Social Night held at:

The Pavillion Room,
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

Louis Putter



Hello fellow Ducatisti!

It's hard to believe we're already at the end of 2025. What a year it has been! The past few months have reminded us that the Weather Gods have a mischievous streak, and many of our rides have been at their mercy. Here's hoping that early 2026 brings clearer skies and more predictable conditions, so we can enjoy the roads the way they're meant to be ridden.

Over the holiday period, keep an eye on our Facebook page and DOCV.org for announcements of rides and events. And of course, our Christmas Ride on the 21st is the perfect way to wrap up the year together. If I don't see you there, I wish you and your families a joyful and safe festive season.

One highlight of recent rides has been the sheer number of Multistradas turning up. It seems we have multiples of every make, model, and year represented within the club. The Multi truly is one of the most versatile bikes ever built, and this issue's front cover is a nod to all the proud Multi owners who keep showing us just how adaptable and capable these machines are.

Finally, a reminder: our magazine thrives on contributions from members. Whether it's a ride story, a comment, or a photo of your latest Ducati masterpiece, send it through to editor@docv.org. Sharing your experiences keeps the spirit of DOCV roaring and ensures our community remains vibrant and connected.

Here's to a strong finish to 2025 and an even better year ahead on two wheels.

Cheers

Louis

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

treasurer's report

Mark Dulfer



Monthly Financials for November 2025

By Mark Dulfer

	45,962.00	45,931.00
Income		
Desmoto		
Events	440.00	1,940.00
Memberships	163.32	310.43
Merchandise		
Other	272.22	0.25
	875.54	2,250.68
Expenses		
Cost of Sales		
Desmoto	324.00	738.00
Events	160.00	90.00
Membership		
Other	181.53	264.92
Total Expenses	665.53	1,092.92
Operating Profit/(Loss)	210.01	1,157.76
Cheque Account	14,007.84	14,331.84
Paypal	2,607.92	2,267.88
Debit Card	2,240.82	2,296.72
Cash reserve/Contingency	30,519.98	30,519.75
Term Deposit 2 /DOC	16,622.08	16,350.09
Term Deposit 3 /50th Ann	16,610.43	16,610.43
Trade Debtors		
Other Assets	3,745.55	3,745.55
Net Assets	86,354.62	86,122.26

Gear review request

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

Like to tell members about it? Please do!

Feel free to send us a quick 5 minute review:

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



president's report

Neil Larson



Hi everyone,

I can't believe it's December already – seems like we just had Mini Turismo in March! Time seems to fly past these days. Thankfully we have some markers to hold down the year – our monthly social meetings are on the third Tuesday of each month # and Club Captain Chris has rides almost every fortnight.

This year we've had a wonderful mini-Turismo in Yarram, with an adventure ride led by Glenn that really was an adventure. Maybe one I'd not repeat in a hurry. We've had four rides out west in response to our member survey where western members said they were starved of rides in their region, a terrific AFL Grand Final ride based in beautiful Beechworth, a ride to eat delicious Wagyu, a ride to the unique Glenlyon Hotel, a wet Dargo (what's new?!) and more.

Huge thanks to Chris and his team of ride leaders who put on a calendar of interesting and enjoyable ride over the year. Looking forward to more again in 2026!

Of course your committee has been working hard behind the scenes – huge thanks to Mark, Tom, Geraint, Louis, Daryl and Chris for their tireless work on behalf of the club. There is a lot of everyday stuff to be done just to keep the club running (ask Mark how long it takes to change over the bank authorisations!), plus making improvements so that we keep improving the member experience. Thanks guys.

We also have advocates for the club who are not on the committee – Rachael Alexander and Simon Baily are both reps on the Victorian Motorcycle Council and the Motorcycle Engagement Community Engagement Panel. These organisations engage with and battle bureaucracy on our behalf – thanks Rachael and Simon!

Ex Treasurer Evan Rubenstein is working behind the scenes on a ride route database – a simple concept that is difficult to implement. Looking forward to seeing how Evan is going on that next year.

There are also a few others who keep the club heart beating – graphic artist Peter Cusworth who does the layout for Desmoto each month, and Josef from Forza Italia who supplies (and mails out) our club merchandise including our member packs.

Finally, congratulations to Club Member of the Year Mark Evans, who has been on almost every club ride in 2025 and provides IT security guidance on our IT subcommittee. Well-deserved Mark.

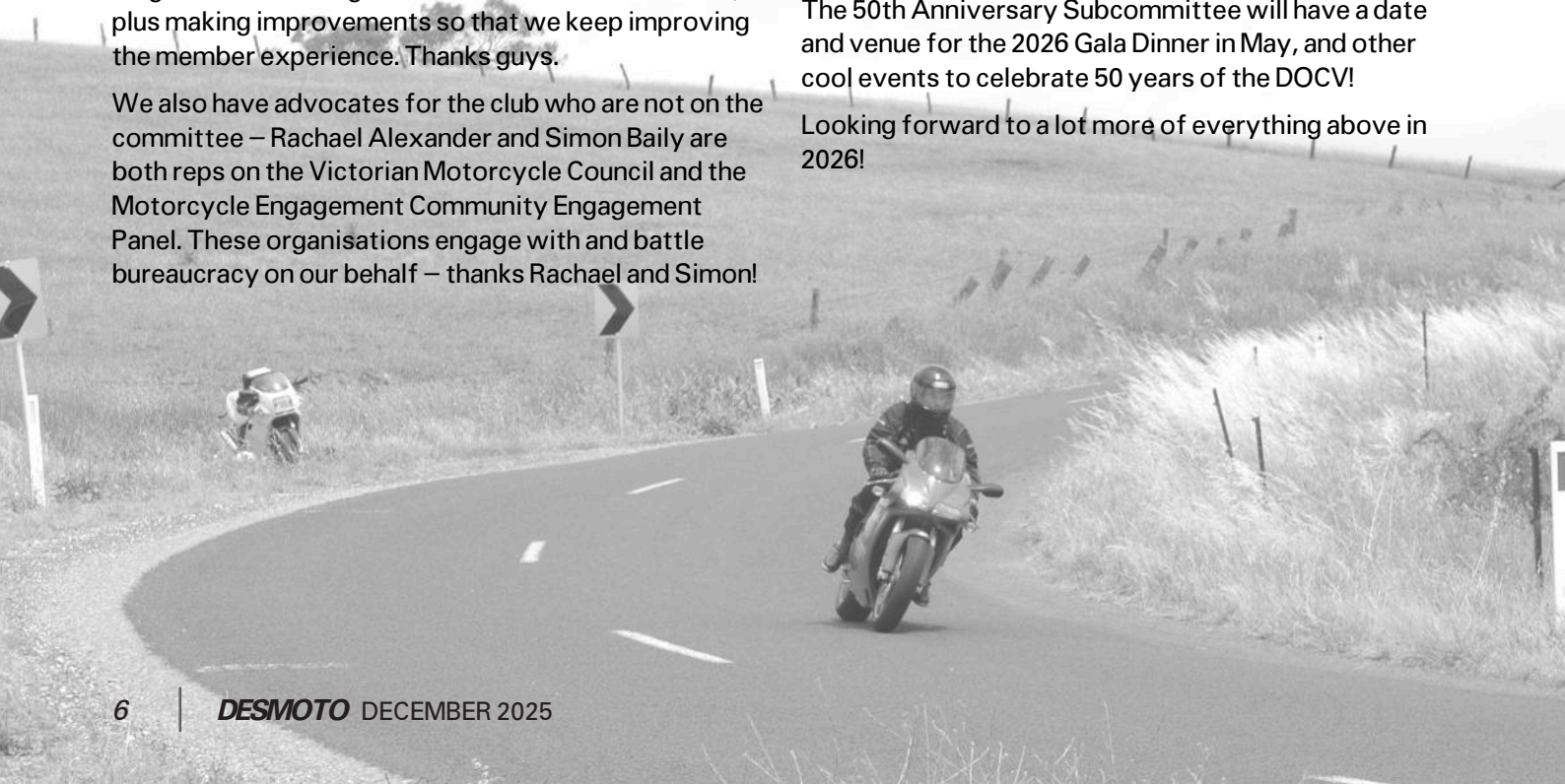
And congrats to Evan Rubenstein for being awarded the Ralphino Verde Wondrous Writing Award. Evan also runs our new members rides, which are perfect for new members, and a relaxed day out for seasoned riders.

Lastly, huge thanks to the members who regularly turn up to our social meetings and rides. You know who you are. And you are the heart of this club. Thanks!

It's our 50th Anniversary in 2026!

The 50th Anniversary Subcommittee will have a date and venue for the 2026 Gala Dinner in May, and other cool events to celebrate 50 years of the DOCV!

Looking forward to a lot more of everything above in 2026!



What your committee is up to:

Your committee has been working behind the scenes to keep the club machine purring:

The IT subcommittee (Mark Dulfer, Louis Putter and Mark Evans) is researching data and web backup and will have a data management policy soon. We care about your member data, and we want to ensure it is adequately protected.

The Westpac bank authorisation process is ongoing, we're 90% there now.

Treasurer Mark is developing a running monthly budget so we can report actuals vs budget and plan our finances more effectively.

We're starting to look at items for the 2026 member pack. The neck warmer and bucket hat were well received.

Fingers crossed our supplier can get our online merch store online again soon.

What we'll be doing in the next few months:

Looking at all the hard work Oliver has done with the other Aus DOC presidents on the Ducati Affiliation agreement.

Reviewing at the recent member survey results so we can implement the many good suggestions that were made.

As always, if you have any questions, feedback or anything you'd like to raise, hit me at pres@docv.org

Hope to see you on a ride or at a meeting soon!

Have a Taglioni Xmas and a Bayliss New Year!

Ciao,

Neil

New Members

Welcome

Twelve new members joined the DOCV over the past 2 months.

- Alan Denton
- Andrew Carr
- Antony Ivancic
- Chris Theo
- Damien Kingsbury
- Dillan Hollis
- Gary Vines
- Jian Xu
- John Marrone
- Mark Booth
- Simon Greed
- William Dowling

We are very excited to formally welcome you on one of the club rides and the monthly club meeting. Keep an eye out for new rides in the coming months, head to Events -> Rides -> Upcoming Rides on docv.org and register in time as numbers may be restricted for some rides.

The club often host rides specifically for new members. There is no better way to meet other club members and to share your passion and to show off your Italian Masterpiece.

We encourage new members to email/submit a short bio and photo which we can publish in Desmoto to introduce you to the DOCV family. You are welcome to email editor@docv.org

Our January meeting is a BBQ by the Yarra on Tuesday 6th January.



ilrapporto del capitano

Chris Williams

Ho Ho Ho
members



Christmas is almost upon us and I trust you have all placed your Ducati orders with Santa so there is no disappointment. Unlike the past month which has been just one disappointing wet weekend after another. November is increasingly becoming harder and harder to organise rides and events in. For tragically as I write this club members are forging their way in a complete rain band to Dargo for the annual Dargo Ride. I do hope everyone had a safe and successful ride. I guess we'll hear all about it at our annual New Year BBQ at the Yarra.

So don't forget DOCV our annual New Year BBQ next year will be in the first week January as the Australian Open tennis starts in the second week of January thus parking becomes a big problem. So place in your diary First Week of January in the new year the 6th January 2026. Same place same venue. First to get there secures the BBQ closest to the toilet block.

So having just come out of winter into spring it was great to have had a really successful Grand Final w/e ride away because the weekends after that became few and far between. We had to cancel 3 rides and every time I saw a gap to jump on my favourite Ducati the weather turned. 😞

At least there was MotoGP and it was great to see it return to the island. The Australian Grand Prix wasn't as chaotic or unconventional as the previous round in Indonesia, but it did throw a surprise winner as Raul Fernandez claimed his maiden victory in MotoGP. At least Fabio flew the flag for Ducati. Whew. I actually missed this round as I was on a plane to Malaysia for a holiday and incorporated a visit to Sepang for the Malaysian round. Exciting! It was the first time I had been to an international round of any motorsport. Meeting friends in Malaysia, including my good friend and fellow DOCV member Graham Lawton. We made a weekend of it we had an excellent time spending all 3 days at the track. It truly is a great spectator's track as there are excellent viewing areas all over the track with its undulating hills it is a world class track. Having the main grandstands down both the main straight and back straight forming a 'V' shape this proved to be a



bonus as it is allowing the venue to have all the motorcycle brands display their merchandise and machinery with only a short walk to view the action. Very clever I thought.

The race itself was exciting with Malaysian's truly embracing all manufacturers and riders alike. They do love their racing and were cheering everyone along. Not so exciting was Pecco's race for it was suspected that a carbon fibre shard punctured his tyre from the very unfortunate Moto3 race. Which ultimately delayed everything so much that they had to postpone the Moto2 event to after the main event.





The Portuguese event was much better as the penultimate round of the season. Championship contender Pecco crashed out of the main race, his fourth consecutive Sunday DNF. Great though to see Bezzecchi up there again for his second GP victory as he led from start to finish. And then there was Valencia with almost a repeat performance. And even more bizarre the Morbidelli incident that put him out of the race before it even began. Still great to see Aprilia up there and performing well. It will be very interesting to see what happens in 2026 with this manufacturer and with Yamaha bringing in its new V4. Hoping for an exciting year.

Speaking of exciting. How close is F1. These last 3 races are going to be knife-edge stuff with only 54 points the difference it is mathematically possible for Oscar to grab the championship still.

Also looking into the future hopefully by the time you read this you may have had the opportunity to ride with our President on his ride out west with lunch in Castlemaine. I do hope the weather pattern has changed and we can get some good riding in.

For the following weekend I will be hosting my first ride for Joe Rascal Ducati Melbourne as we work on developing a working relationship with the Melbourne dealership now under new management. We wish James Tonna and his team all the best for the future

with Liam Pamieta at the helm make a point to go down and introduce yourselves as it is an all new dealership. My ride on Sunday the 14th December will be just a short half day of approximately 160 kms. Starting at Ducati Melbourne at 0900 I will be leading the group , hopefully including yourself - enrol on our website, down the M1 then hopping off at Wellington Rd and running up to Emerald via Dewhurst. Breaking for about 15 mins at the 'Over the Road' cafe in Emerald (you can join the ride here if you want) and then doing a bit of zig zag thing up to Healesville for lunch at the Beechworth bakery or whatever else suits your tastebuds.



Following this will be our annual Christmas Day ride to Walhalla on Sunday 21st December. This ride is a bit of favourite of mine as there are some great roads on this one with about 400kms in total winding through Gembrook , Powelltown, Neerim, Willow Grove and Erica / Rawson and hopefully some better weather too.

This brings us into the new year. So hopefully I will see you at our New Year BBQ or my midweek run down to Venus Bay on Thursday the 7th January 2026.

I'll finish up here and wish you all a very Merry Christmas and a very Happy New Year if I don't see beforehand.

Bitumen side down.

Chris



DUCATI REINFORCES ITS PRESENCE IN THE 2026 MXGP WORLD CHAMPIONSHIP PADDOCK

The official Ducati MXGP team will be run by Louis Vosters' Dutch squad, which will enter three Desmo450 MX factory bikes.

A new chapter in Ducati's history gets underway in its second year of participation in the FIM Motocross World Championship, as it joins forces with Louis Vosters' team, ushering in a new era with the Dutch squad.

Drawing on decades of experience in the MXGP paddock, first as a sponsor and then creating his own racing team in 2015, Louis Vosters, a successful entrepreneur, has earned recognition over the years for his professionalism, managing a cohesive and competitive team that has achieved highly prestigious results. With a facility located in Bergeijk, Netherlands, close to Lommel, the true beating heart of world motocross and home of the Grand Prix of Flanders, the Dutch team will field three factory Desmo450 MX machines in the 2026 MXGP World Championship. These will be raced by 31-year-old Swiss rider Jeremy Seewer, confirmed with Ducati and twice a podium finisher in 2025, and two new factory Ducati riders, Andrea Bonacorsi and Calvin Vlaanderen.

European Champion in the EMX125 class in 2020 and the EMX250 class in 2023, Bonacorsi finished his first full MXGP season in eighth place, earning his first podium in the premier class with Vosters' team. Andrea is one of the most promising Italian talents and managed to reach the podium in the 2023 Motocross of Nations, on his debut aboard a 450.

Vlaanderen, a 29-year-old South African-born Dutch racer, boasts a Grand Prix victory in MX2 in 2018, one in MXGP in 2022, a Dutch title in the 500 class in the same year, and a Motocross of Nations win with the Dutch team in 2019, aboard a 250.

Paolo Ciabatti, General Manager of Ducati Corse Off-Road: "We are delighted to announce this important



agreement with Louis Vosters' team, undoubtedly one of the most professional in the MXGP Championship paddock. We have shared a long-term project with Louis, and we are confident that, thanks to the close collaboration between our two teams, we will soon be able to achieve the ambitious goals we have set ourselves. We are also pleased to welcome Andrea and Calvin to Ducati, who, together with Jeremy, will do their utmost to bring the Ducati name to the top in the world of motocross."

Louis Vosters, CEO and Team Owner: "It's truly a dream come true to start this new chapter with such an iconic brand as Ducati, leading the new Factory Team in the MXGP class. Their passion, technology, and unmistakable racing DNA perfectly align with my own vision of motocross at the highest level. This is not just a short-term project — we've entered a long-term collaboration built on trust, determination, and a shared desire to win. We share the same racing spirit, and together with Ducati's technical team and our people in the paddock, I'm confident we can make great progress and fight at the front of the MXGP World Championship in the seasons ahead."

DUCATI ANNOUNCES PARTNERSHIP WITH PI RIDE DAYS AND SMSP RIDE DAYS



Dear Ducatisti,

We are excited to share news of a landmark collaboration that will redefine the Ducati riding experience here in Australia. Beginning 1 January 2026, Ducati will officially partner with Motorcycling Events Group Australia (MEGA) the renowned operators behind Phillip Island Ride Days and SMSP Ride Days to provide riders with unparalleled access to the Panigale V4 S on two of the nation's most iconic circuits: the Phillip Island Grand Prix Circuit and Sydney Motorsport Park.

This partnership brings together the wonder that has been engineered, the Panigale V4 S, elite track environments and the passion of the Ducati community. For the first time, riders will have the opportunity to hire a Panigale V4 S at all MEGA Ride Days. Each bike will be fitted exclusively with Pirelli tyres, ensuring that every rider experiences the Panigale V4 S in its purest form with the exact performance package it was born to run.

Whether you're carving through Gardner Straight at Phillip Island or pushing for precision under the lights at SMSP, this collaboration creates a rare chance to experience the Panigale V4 S exactly where it was engineered to perform: on the racetrack. It also marks the beginning of an exciting new era of Ducati curated experiences and track events, set to roll out across 2026 and beyond.

A Message from Our Managing Director, Sergi Canovas:

"This partnership gives riders the rare opportunity to experience our flagship superbike in the environment it was engineered for. Ducati and MEGA share a commitment to passion, trust and uncompromising quality, and we look forward to welcoming riders to the track in 2026."

A Message from MEGA Events Managing Director & Founder, Steve Brouggy:

"MEGA's mission over the past three decades has been to provide extraordinary motorcycling experiences at racetracks. Our passion for delivering those experiences has not diminished from day one, and adding the opportunity to ride truly extraordinary motorcycles such as the Ducati Panigale V4 S at the two best racetracks in the country, is something that only ignites our passion further! Making these outstanding motorcycles so easily accessible to the broader motorcycling community is a massive step forward in our never-ending quest to evolve and improve what each and every rider experiences at each and every Phillip Island Ride Day & SMSP Ride Day."

"I'd like to thank the entire team at Ducati Australia & New Zealand for providing this opportunity and working with us to bring an experience to Australian riders that is truly groundbreaking. In 2026 alone there will be over seventy dates to choose from where our fleet will be available for ordinary riders to have this extraordinary experience, with more being added in subsequent years. Myself and my crew are beyond excited to become part of the Ducati family, and look forward to working together for many years to come."

Bookings for the Panigale V4 Experience are now open. Secure your spot at one of Australia's premier circuits:

SYDNEY MOTORSPORT PARK (SMSP)
<https://www.smsprd.com/smsprd-ride-days>

PHILLIP ISLAND GRAND PRIX CIRCUIT
<https://www.phillipislandridedays.com.au/pird-ride-days>

See you at the race track!

DU CATI KICKS OFF THE 2026 RACING SEASON WITH TWO SPECIAL LIVERIES CELEBRATING ITS RACING HISTORY

- The Valencia GP weekend marked the end of an extraordinary year for Ducati in MotoGP: fourth consecutive Riders' Title, sixth consecutive Manufacturers' Title, and the Desmosedici GP on the podium in every race
- Ducati's 2026 racing season opens in the spirit of its Centenary, with Bagnaia and Bulega on track with two iconic liveries that recall symbolic victories from the motorcycle manufacturer's history
- The results achieved in 2025 confirm Ducati's uniqueness: almost a century of history, engineering excellence, and an Italian identity reflected in unparalleled sporting successes



Valencia/Borgo Panigale, 18 November 2025 –

During the Valencia MotoGP tests, the first act of the 2026 season, Ducati pays homage to the arrival of its Centenary (1926–2026) by bringing to the track two liveries that celebrate emblematic pages of its sporting tradition.

A tribute interpreted on the track by the Desmosedici GP bikes of Francesco Bagnaia and Nicolò Bulega: the former with a livery inspired by the 750 Imola Desmo, which became an icon after Paul Smart and Bruno Spaggiari's legendary one-two finish at the 1972 Imola 200 Miles, and the latter with the colours of the 750 Supersport Desmo, the bike on which Franco Uncini won the Italian 750cc title in 1975.

The debut of the historic liveries comes at the end of a season that once again highlighted the competitiveness and sporting strength of the Borgo Panigale manufacturer. A year that reaffirmed Ducati's role as a benchmark in the international racing scene, with MotoGP at the centre of its racing successes, alongside the twenty-first Manufacturers' Title in Superbike Superbike, results achieved in the main national championships, and significant progress in the off-road project.

In MotoGP, Marc Márquez and Ducati set an unrivalled pace that shaped the entire season, securing the World Championship with five races to go. This result was further enhanced by second place for Álex Márquez

(BK8 Gresini Racing Team), giving Ducati an extraordinary one-two finish in the championship, and Francesco Bagnaia, who closed out the season by completing the top five.

For Ducati, this represents the fifth overall Riders' Title, and the fourth consecutive one achieved with three different riders (2022, 2023: Francesco Bagnaia, 2024: Jorge Martín, 2025: Marc Márquez), a result that highlights the strength of a technical and sporting project capable of adapting, evolving, and winning with different protagonists. Completing the picture is an equally significant first: the sixth consecutive Constructors' Title, a streak unmatched in MotoGP history. This is accompanied by the Teams' Title, proof of the unity and quality of the Ducati Lenovo Team's work, with the BK8 Gresini Racing Team and the Pertamina Enduro VR46 Racing Team - both fielding Desmosedici GP bikes - finishing second and third in the standings, respectively.

An impressive consistency of performance, supported by the technical excellence of the Desmosedici GP, protagonist of a season spent entirely on the podium and once again the bike to beat, despite the restriction of zero technical concessions. This is tangible proof of the maturity and strength of an all-Italian know-how, built on talent, expertise, and a culture of performance unique in the world of two-wheeled racing.

The technological and engineering superiority of the Borgo Panigale motorcycles is not limited to MotoGP,



but is fully confirmed in the world of production-based motorcycles, where Ducati has consolidated its position as the most successful manufacturer in WorldSBK history. 2025 marked Ducati's twenty-first Manufacturers' Title - out of 38 editions of the world championship since 1988 - and its fourth consecutive, thanks to the performance of the Panigale V4 R. A season consistently at the top, with Nicolò Bulega leading a title race decided only in the final race, culminating in a second-place finish at the end of an intense and hard-fought season.

2025 also marked the final racing season for the Panigale V4 R, which from 2026 will hand over the baton to a completely new generation, ready to represent a further step forward in Ducati's technical evolution.

The competitiveness of the Panigale V4 was also evident at the debut of its seventh generation in the CIV SBK Production Bike, the category of the Italian Superbike Championship dedicated to bikes closest to production configuration, where it clinched the Riders' Title. A result replicated in Germany in the IDM, the German Superbike Championship, confirming the solidity and effectiveness of the technical solutions that characterize the latest Ducati Superbike.

Another prestigious result came at the Daytona 200, where the Panigale V2 took victory at the historic International Speedway in Florida, winning one of the most iconic races on the international scene.

Ducati's sporting DNA now extends to off-road, where the project took a significant step forward in its development in 2025. In its first full commitment to the MXGP World Championship, Ducati fielded Jeremy Seewer and Mattia Guadagnini, achieving notable

results, including two podium finishes for the Swiss rider in Switzerland and France, and four holeshots overall.

Another significant test was the Pro Prestige MX2 Championship, where the Desmo250 MX finished the season in second place thanks to the performances of Alessandro Lupino. The season then concluded with Ducati's first official participation in the Motocross of Nations, with Antonio Cairoli and Jeremy Seewer representing Italy and Switzerland, respectively.

The Borgo Panigale-based manufacturer's off-road program has thus taken a further step forward in the construction of a young project already brimming with positive signs, laying a solid foundation for its eagerly awaited debut in the 2026 AMA Supercross Championship.

The recent season reflects a year in which Ducati set the benchmark in the major two-wheel championships.

2025 concludes as a year of extraordinary sporting value, in which the motorcycle manufacturer achieved significant results in a variety of contexts and confirmed its leading role in both the core categories and in younger, evolving programs.

A year that highlighted what makes Ducati unique in the two-wheel world: a history approaching its 100th anniversary, outstanding engineering expertise, and an Italian identity that is clearly reflected in unparalleled results achieved on the track.

These values will be at the heart of World Ducati Week in 2026, the year of Ducati's centenary. The event will take place from July 3rd to 5th, when Ducati heroes and the entire community of enthusiasts will gather to celebrate this historic moment together.

JOE RASCAL



Ducati done different. Meet the team taking Victoria by storm.

In the bustling automotive landscape of Melbourne, one dealership is setting a new benchmark for luxury motorcycle ownership: **Joe Rascal Ducati Melbourne**. Far from a conventional showroom, this dealership is forging a reputation for doing things differently, driven by a singular mission: to elevate the customer experience to new heights as Ducati enthusiasts realise their dreams.

At the helm is **Liam Pamieta, Dealer Principal**, who leads a passionate team. Liam and his team understand that purchasing a Ducati is more than a transaction, it's the beginning of an adventure. His team is tearing up the old rulebook, ensuring that every interaction, from a first inquiry to routine service, feels special and memorable.

- **Ultimate Convenience:** Need a service but can't be without wheels? They provide courtesy bikes to keep you moving while your Ducati is expertly cared for.
- **Bringing the Dream to You:** In a time poor world, the team believes the dealership should adapt to the customer, not the other way around. Too busy to visit for a test ride? The Joe Rascal team will come to you, bringing the thrill of a Ducati test ride right to your doorstep.

What truly sets Joe Rascal Ducati Melbourne apart is their commitment to building a community. Every new owner isn't just a customer; they instantly become part of the growing Joe Rascal family. This ethos fosters a welcoming, inclusive environment where shared passion for Italian engineering and exhilarating performance thrives.

If you're looking to acquire a piece of motorcycling excellence and desire a dealership experience that is as bespoke and high-performing as the bikes they sell, look no further than Joe Rascal Ducati Melbourne. Under Liam's leadership, the team is proving that passion, personalisation, and unwavering dedication to the customer are the keys to a truly unforgettable journey.



Contact Liam and the team to explore their range today

03 8341 2900

<https://joerascalducati.com.au/>



November Club Meeting – Two Guest Speakers

The November meeting was a special one, with members treated to presentations from two guest speakers who brought both local and statewide perspectives to the Ducati community.

Andrew Pugliese Returns to Mornington Ducati

Many members were delighted to see the familiar face of **Andrew Pugliese**, who has returned to Mornington Ducati. Andrew shared an update on the dealership, outlining current developments and his enthusiasm for reconnecting with DOCV members and the wider Ducati community across Melbourne. His return is a welcome sight for many of us and it's great to see a familiar face running the show down in Mornington.



President Neil thanking Andrew from Mornington Ducati.

Advocacy from the Victorian Motorcycle Council

We also heard from **Rob Salvatore** of the Victorian Motorcycle Council (VMC). The VMC has been advocating for riders for more than 20 years, working closely with government to improve conditions for motorcyclists. Rob explained how the VMC collaborates with the Motorcycle Community Engagement Panel (MCEP), where DOCV is well represented by Rachael Alexander and Simon Bailey. Their involvement ensures our club has a voice in shaping motorcycle policy and road safety initiatives.

Rob highlighted some of the VMC's achievements:

- The acceptance of **ECE approved** helmets in Victoria, later adopted nationally, giving riders greater choice and access to international standards.
- The redesign of **wire rope barriers** to include underrun protection and Polybuffers, now accepted as the new standard.

Rob's presentation sparked a lively 30minute Q&A session. Members raised issues ranging from reduced speed limits on popular riding roads, defect notices for LAMS bikes, club permits, and driver training. Rob's candid responses and clear explanations reinforced the importance of having strong representation for motorcyclists.

President Neil thanked both Andrew and Rob for their time and insights. Andrew's return to Mornington Ducati is a boost for our community, while Rob's work with the VMC reminds us of the influence our club can have on broader motorcycle advocacy. Neil extended an invitation for Rob to return in 12 months to continue the conversation.



Rob Salvatore of the Victorian Motorcycle Council (VMC).



Dargo Weekend 29/30 November

by Oliver Barrett



I have been 'Doing the DOCV Dargo' for a fair bit longer than a decade or so but for me the magic is still there. Why – well because it epitomises the joys of a DOCV weekend ride. I like the fact that a huge part of the ride is not time spent getting out of the confines of Melbourne traffic – that proportion of the ride is much smaller when you spread it over two days. I really enjoy the social time at the end of the ride in Dargo and the chance to chat to club members in a very relaxed way along the way. Dargo rides have fostered many long term DOCV friends and I value that.

There are also of course a few really good stretches of road on offer and usually some surprisingly unknown roads if 'Goat Track Glenn' is leading the way. From memory my first 'Dargo' was on my 1199s (a perfect touring bike if ever there was one – NOT!) but most of them have been on Multi's or the ST4s. This year was the first on my (new to me but old to the Hodges) 1260 Pikes Peak which was really enjoyable and like every Multi I have ridden very quick and very capable. As they say - Ohlins rule!

Of course (like many) I do enjoy the last 40 or so K's into and out of Dargo for some reason although this year I (mostly) wound it back a lot due to advancing ineptness and decrepitude and the passing of what is now many decades on two wheels. I still loved it though. The High Country at this time of the year is just gorgeous.

There is usually a character or two to be found at the Dargo Pub to enjoy - a recent memory being of an elderly, tiny (but feisty) whip cracking lady in a big hat and boots with a really potty mouth explaining over sips of beer how she keeps "her men" in line all the while leaning on the horse rail outside the pub with her whip tucked under her arm when she wasn't lightly and sardonically applying it to one unfortunate DOCV member after a quip he made. Possibly not her first beer of the day.

Actually now that I think of it there may also just be a character or two amongst the club members – a good example of this was Armando rocking up this year





(well into his 80s) on his latest new bike a V4 Diavel which lurked really close to the ground having been given his usual 'Shetland Pony' makeover – I must say he still got along on it well and quite briskly of course with the usual Italian flair, commentary, hand waving and noise.

Dargo rides are often wet, wet, wet (but the Band usually get together again) – this year was not really an exception with Sunday morning providing a substantial (but free) bike wash on the way home. Sunday afternoon saw me with a very dirty bike, a big smile and a contented feeling looking forwards to next year's Dargo – what is not to like about that?

For any members that have not yet been on a club weekend ride – give it a go! I would be very surprised if you do not share my feelings about them when you return home. And yes – Dargo is a classic! – I do hope to do many more.





The weekend drew five former captains: Geoff, Gavin, Garry, John, and Stuart alongside past committee members Orlando, Rachael, George, and Oliver.

The ride sparked plenty of conversation on Facebook:

- **Garry Elphinstone:** "Thanks to Glenn and Jamie for leading and sweeping the Dargo weekend. Weather was much better than expected."
- **Oliver Barrett:** "Agree. Thanks to Glen and Jamie. Great weekend albeit with our usual Dargo weather on both days. Got home dry though-very impressed with Rukka jacket/pants combo."
- **Gavin Hodge:** "Great weekend with Docv'ers, big thanks to Glen and Jamie."
- **George Rappold:** "Good fun, thanks Glenno and Jamie."
- **Kathy Hodge:** "Great catching up with friends. Thanks for the excellent weekend Glenn Loechel and TEC Jamie Mitchell 🙏."
- **Geoff Salmon:** "Sorry to drop off at the end. Thanks all, \$89 delivers fantastic membership value!"
- **Evan Rubenstein:** "Another great Dargo weekend with true-to-form weather. Thanks Glenn and Jamie and all other participants."
- **Albert Anthony Perri:** "Thanks for another great Dargo weekend to all and some additional new back roads led by Glen. Not too many photos but great memories. DOCV, supporting country pubs around Australia since 1976!"
- **Chris Williams:** "Some good bourbon there, Albert Anthony Perri."





The Treasurer's Travels

By Louis Putter

There's something special about rides close to home, and *The Treasurer's Travels* promised exactly that—a relaxed run out west, perfect for soaking up the countryside. But as often happens, the Weather Gods had other ideas. Heavy overnight rain and a gloomy morning forced the official ride to be postponed until next year. Keep an eye on the DOCV website for updates—this one is not to be missed when it returns.

Still, motorcyclists are nothing if not adaptable. Six of us gathered at the BP Bulla, and Geoff stepped up with an impromptu plan. Following Geoff on his Ducati ST4 is always a treat; his familiarity with the roads showed in the smooth, confident way he led us through the twists and turns of Victoria's countryside.

As luck would have it, the skies cleared and the roads began to dry, transforming the day into a memorable outing. We wound our way through sweeping bends and rolling landscapes, eventually stopping at an old railway bridge. The structure, a relic of another era, was a reminder of the engineering feats that once connected these rural communities—well worth a visit for anyone with a taste for history.

Lunch in Kyneton was a highlight, with good food and plenty of laughs shared among the group. Afterwards, we made our way back via the Tullamarine Airport viewing area, a fitting end to a day that began with uncertainty but turned into a rewarding ride.

Thanks to Geoff for stepping in and leading us through such enjoyable roads. His local knowledge and steady leadership turned a washed-out morning into a memorable adventure. ***Love your work Geoff, good on you!***



Historic railway bridge.

Pikes Peak.

An Easy Ride to Castlemaine for Lunch

By Louis Putter



When the invite went out for a relaxed run to Castlemaine, the promise was simple: an easy ride to The Railway Hotel for lunch, finishing in Kyneton, with riders free to make their own way home. Around 300 km in total, moderate skill required, and the emphasis firmly on enjoyment rather than pace.

Twelve enthusiastic members assembled at the BP Truckstop in Epping just after 9 am, eager to see what President Neil had planned. It was great to welcome newer members-Dave joined us on his Tenere for his second club outing. The diversity of bikes on display was a reminder of the club's inclusive spirit: all makes, models, and styles are welcome, with different rides suiting different machines.



Ride Briefing.



DOCV merch.

Left: New member Dave. Below: First stop.





Second stop.

As always, Tom entertained with stories from his racing days as a sidecar passenger. If only his Monster could talk, the tales would be endless.

After a briefing, we endured the “freeway blues” up the M31 before turning off at Darraweit Road, Wallan. For many, including myself, these roads were new territory—one of the joys of club rides is discovering fresh corners of Victoria’s countryside.

We passed through Chintin and paused in Lancefield for coffee and a quick break, before heading north towards Baynton. A second stop at a memorial site near Mia Mia gave us time to stretch and appreciate the scenery. Neil’s choice of backroads was inspired: easy to navigate, flowing, and a far cry from the monotony of the freeway.

From Sutton Grange and Harcourt North we rolled into Castlemaine, where The Railway Hotel provided a well-earned lunch. Spirits were high, and the consensus was

clear-President Neil had delivered another memorable day out. Thanks also to Mark for his excellent TEC duties, keeping the group together with precision timing at each corner.

After lunch, the ride continued to Kyneton, where members split off in different directions. About half the group detoured to the Tullamarine Airport viewing area, while others took more direct routes home. My own path led west via Diggers Rest and Keilor North, rounding off a thoroughly enjoyable day.

This ride captured what the club is all about: camaraderie, welcoming new faces, and exploring Victoria’s countryside together. With open roads, twisty sections, and good company, it was the perfect blend of easy going fun and memorable adventure.

Many thanks to all who joined, and especially to Neil for leading us on another great ride.



Lunch.

DOCV 2025 Christmas Meeting: Celebration, Gratitude and Grit

The Ducati Owners Club of Victoria wrapped up 2025 in true DOCV style-with camaraderie, celebration, and a touch of festive flair. Held on the 9th of December, the Christmas Meeting brought together over 30 passionate members for an evening of reflection, recognition, and roaring good stories.



A Year to Remember

President Neil opened the evening with a warm welcome and a recap of a terrific year filled with memorable rides, engaging meetings, and inspiring guest speakers. With the club's 50th Anniversary fast approaching in May 2026, members were encouraged to contribute ideas for events and a commemorative logo to mark the milestone.



Ride Highlights and Captain's Reflections

Club Captain Chris Williams delivered a heartfelt report, reflecting on a year of unforgettable rides-from the Grand Final weekend escape to Beechworth to the Venus Bay Vitamin, Wonthaggi Wander, and the Westerly loops through Trentham and Castlemaine. He paid tribute to members who led rides, supported new riders, and kept the club spirit alive. Chris also teased upcoming adventures, including his first Tiger Hunt for DOCV and Treasurer Mark's "Treasurer's Travels" ride in January.



Tom welcomed new members.





Generous Door Prizes

Thanks to Joe Rascal Ducati Melbourne, four lucky members took home door prizes featuring bottles of wine and the newly released Marc Marquez t-shirts. Mornington Ducati also contributed two lucky member awards, with special thanks to Andrew and his team for their ongoing support.



Awards and Acknowledgements

Editor Louis Putter presented the *Wondrous Writing Award* to Evan Rubenstein for his evocative April Desmoto article on the New Members Ride. Service awards were given to Rachael Alexander and Simon Bailey for their tireless advocacy through the Victorian Motorcycle Council and the Motorcycle Community Engagement Panel.

The *Above and Beyond President's Award* went to Tom Hinton for his unwavering commitment to attending club meetings-by bike, of course.

The 50th Anniversary Committee-Kathie, Moira, Garry, Fab, Neil and Duncan-were acknowledged for their behind-the-scenes work planning the gala dinner and other anniversary events.



Club Member of the Year: Mark Evans

Quietly spoken but ever-present, Mark Evans was named *Club Member of the Year for 2025*. A former Ralph Verde awardee, Mark is known for his support of fellow members, his expertise on his Multistrada, and his consistent presence on every ride. As a founding member of the IT subcommittee, he's helped shape the club's privacy and security processes-all with a smile.



Committee Reports

The evening featured updates from the full committee:

- Tom welcomed new members.
- Mark shared financial insights.
- Geraint highlighted innovations like committee name badges.
- Louis encouraged contributions to Desmoto to capture the club's vibrant culture.
- Daryl covered spares and permits.



Wondrous Writing Award to Evan Rubenstein.



Geraint highlighted innovations.



Mark Evans was named Club Member of the Year.



Mark shared financial insights.



Closing Thanks

Chris closed the night with sincere thanks to all members for their participation and enthusiasm, and to the committee for their tireless support. He also gave a nod to "the Gods" - those mysterious corner dwellers whose support keeps everything running.

With inaugural rides to Healesville and Walhalla on the horizon, and a New Year BBQ at the Yarra to kick off 2026, the DOCV community rolls forward with momentum, mateship, and motorcycles.



Pounding Sand in South Carolina

By Max Matveev

In late 2022 my trusty Moto Guzzi Griso commuter failed me with an ECU malfunction, just as the return-to-office mandate kicked in. Needing reliability, I took advantage of BMW's specials and ended up with a formidable R 1250 GS Adventure Trophy. The GSA is a big machine, and for months I lived in fear of dropping it. To build confidence, I enrolled in the BMW US Rider Academy in Greer, South Carolina.

Day One: Mud, Rain, and Bike Yoga

The weather was brutal-cold rain and mud everywhere. Training began with practical tips: how to lift a fallen bike, mount more easily, and keep relaxed hands. After fumbling with controls on the newer R1300GS, we rode to the range over puddled fire roads.

There, "bike yoga" awaited: side-saddle riding, standing off the bike, and circling exercises designed to strip away fear of dropping the GS. The philosophy was liberating-if things went wrong, step off and let the bike fall.

Drills followed: slow riding, trail stops, clutch control, and steering while standing. Then came the first enduro trail. Placed in the "advanced" group, I quickly had my first involuntary dismount among trees. Lunch was followed by more trails, including a dramatic puddle crossing where one bike submerged and required a "submarine rescue."

Afternoon drills tackled washboards, ruts, and humps. Washboards taught suspension dynamics; humps required weight shifts and clutch finesse. Emergency braking wrapped the day-locking the rear wheel on wet



dirt proved unnerving. The day ended with challenging trail rides featuring chain bridges, deep ruts, and off-camber sections.

Day Two: Gravel, Sand, and Carolina Clay

We repeated bike yoga and braking drills before attempting the "cowboy mount." I struggled to keep momentum without wobbling. Loose-surface riding came next: gravel was manageable with speed and trust in the front wheel, though I crashed once. Sand was far tougher-after repeated attempts I learned how quickly churned ruts swallow a GS. Sand also jammed my brake pads, leaving me without a front brake and forcing an improvised mud-hole stop.

Afternoon trails showcased Carolina clay, where bikes slid sideways and even footing was treacherous. Pine needles and branches offered relief, and I was impressed at how the GS chugged along with minimal throttle. Narrow bridges tested my nerves, but I managed by refusing to look down.

Final drills focused on hills: stalling in gear, backing down with clutch control, and learning that "one good foot is better than two tippy toes." We practiced dragging bikes for recovery, then tackled hill ascents and descents using weight shifts and clutch timing. A bonus log crossing capped the session. Exhausted, I skipped the final trail run and returned to base.

Reflections

Two days of mud, rain, and first-gear riding taught me more than I expected. I confronted fears of dropping the bike, tackled terrain I'd never attempt alone, and discovered that GS Adventures crash surprisingly well. I'm still far from mastering off-road riding, but I'm less intimidated by leaving the pavement-and more willing to try, fail, and learn.



CLUB HISTORY – part 4



This is a reprint of a series of articles written by Peter Shearman covering history of the DOCV from its formation in 1975 through to around 1997.

1986 – A Busy Year

The first race meeting in several years was held at the Phillip Island Grazing Paddocks (Racetrack) in January when the Hartwell club were given special permission to run a 'Thunder Down Under' meeting.

A good weekend of racing was reported with club members Harry Swaggerman, Lance Smith, Stewart Doig and Gerard Porter competing. At this stage the track had not been resurfaced and was still used to graze sheep during the week! Despite the rough patches and sheep pats' people could see the potential for a world class circuit.

Also around this time the ACUV was in the process of touting for donations to get its Broadford road racetrack under construction. Plans showed an interesting layout and lifetime medallions were available for sale at \$250. Many people took advantage of this offer that guaranteed the holder free entry to most events at the track, discounted entry to other Victorian tracks and free practice session entry for racing licence holders.

Up till now the only Victorian tracks in general use were the old Calder 'oval with a kink' and Winton. The thought of two extra circuits in the near future was well received by racers and spectators alike.

Gerard Porter won the 1985 Don McClelland Memorial Trophy for his work with Desmoto production, the Pyramid Hill Rally, Shim Kit Guardian, 750 FI Raffle and much more. This was well-deserved recognition for years of work helping the club and its members.

A new Ducati shop, Moto Italiano, arrived on the scene in Malvern early in January and was run by Tony Barton a long time Melbourne motorcyclist. Ducati Owners did not have a big choice of Ducati workshops in Melbourne up to this time and there was much talk

about finally getting a decent Ducati shop in the Eastern suburbs!

Bob Brown was off to Daytona with his 'Team AMCN' and the DOCV had played a small part in getting him there with a \$320 donation. Kevin Magee had moved on to greener pastures, but Bob had obtained the services of Donnie Osborne who was the current 250 & 350 Australian GP Champion.

It was a miracle that the team raced at all when we heard the story of the substantial setbacks that they had to endure. Bob arrived in America to hear that the bike was still in Australia due to transport problems! The machine only just arrived in time for the event but left no time to set it up properly for the circuit.

Incorrect information from the ACU Victoria meant that Donnie couldn't ride the bike in the event due to not having an international FIM licence! At the last minute after scouring the pits an American, Dan Chivington, was given the chance to ride the much-modified Ducati. Even without proper sorting and riding an unfamiliar machine that was not set up for his physique Dan, on Bobs Machine, managed a very creditable fourth place against the world's best!

Ian Falloon had just returned from a European holiday where he had checked out the Ducati scene in Italy, Germany and England. In Germany they already had an annual roadworthy check where all parts on the bike had to be the same as the previous year ie no modifications without special approval!

This 'Certification' cost the owner around \$1,200 per year but of course there were ways around these problems as long as you had plenty of folding stuff to spend at the specialist Ducati dealers! Ian also observed particular roads that were banned to motorcycle use. This has become more common in Europe recently but apart from the Ocean Road scare we haven't had to submit to this type of bureaucratic enforcement in Australia yet!



Ian also did the tour of the factory and saw Pantahs and the last of the Mille engines being produced. He also saw the new 1986 FI 750's and Alluzurras on the production lines, as well as a visit to the race shop where the big change this year was the reversal of the rear cylinder heads to improve cooling on special racing Montjuich's and 750's.

The 1986 committee was elected with Peter Shearman as President, Glen Nelson as Vice President, Stewart Marshall as Secretary, Peter Gibbs as Treasurer, Gary Parnaby as Editor, Greg Spice as Spare Parts Controller, Gerard Porter as Club Captain and keeper of the Shim Kit, Peter Birtles, Peter Mantel, Jeff Maher, Mark Floyd, Steve Porter, Gerard Porter and Ian Willis were on the Editorial Committee, Ian Falloon and Geoff Brimson helped with the spare's scheme, John Withers was in charge of the club Decal Scheme and Moira Stewart as Equal Opportunity Officer.

Moira's position was set up on her own initiative not so much to ensure that women got a fair go in the club but more to try and attract more female riders to join the DOCV whether they rode Ducatis' or other machinery. Over time this led her to start up a branch of WIMA Women's International Motorcycle Association in Australia that is still a thriving riding and social club for women riders. (Men are also welcome!)

1986 was the year of the big 'to do' over the appearance of Halley's Comet and as this event only happened every 76 years a special club ride was called for. Some cruel wag quipped in Desmoto that Gary Parnaby could probably still remember viewing the last appearance!

The media hype was over the top and all of Melbourne was expecting a month of spectacular displays in the sky at night. Quick to pick up on this mania the Committee set about organising a Halley's Comet Run and what better place to view the display and combine it with a weekend of partying and revelry than at club member Dave Millson's Pyramid Hill property.

April 5/6 was chosen and around twenty members made the trip. Although the comet was a 'non event' all present had a good time. From all reports the best position to view the comet from was 'horizontal' and many club members had no trouble assuming this position over the weekend!

As an interesting aside several members decided to incorporate the first and possibly last bicycle challenge from Bendigo to 'The Hill'. Although the terrain is very flat it still called for a 90 Kilometre ride, but Peter Mantel, Mark Slater and Glen Nelson took up the challenge with Mark being the eventual winner. To their credit all entrants made it to the finish with a very





welcome coldie waiting for them at the Pyramid Hill hotel.

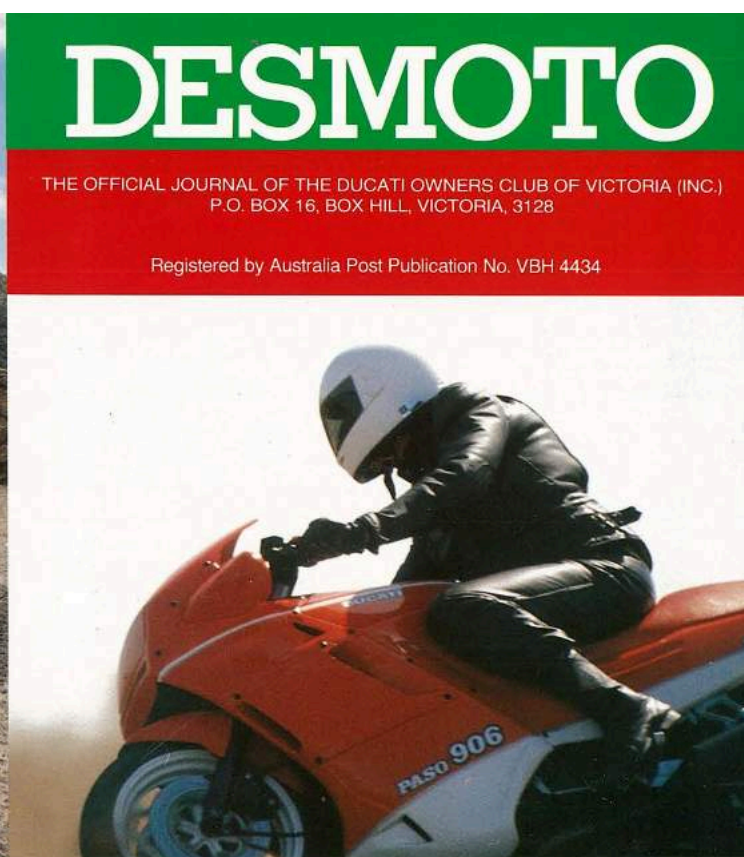
The DOCV made a donation of \$250 towards track and facility improvements at the Mr Gambier racing circuit early in the year. Several members were regular riders at the track and many a great weekend was had riding over to watch the racing there.

This year a racing program was scheduled at Easter as an alternative to the Bathurst races. Many people took the alternative and stayed away from Bathurst due to increasing police harassment and diminishing enjoyment due to restrictions on camping drinking and doing anything that might constitute having a good time!

A Sydney rider Michael Law took out the DOCV sponsored trophy for first Ducati past the post (also winning the race) in the Thunder bike event.

In June the Editor used his substantial contacts to purchase a stencil cutter, from the 'Holy Sisters' of a Forest Hills convent, which made typing up Desmoto articles so much easier. Previously we had to type all articles onto special 'stencils' and if you made a mistake you had to use special correction fluid that looked and smelt like nail polish (very messy). The stencil cutter enabled articles to be typed normally onto paper and then be electrically transferred to the stencils saving much time and effort.

During the year we had several Valhalla Cinema nights, to see Pink Floyd's 'The Wall', The Blues Brothers, and other 'cult' films. Around this time the 'Blues Brothers' was a real cult film and going to see it at the 'old' Valhalla in Richmond meant enduring Blues Brothers clones wandering around the theatre and being assaulted by flying white toast, Muppet toys and water pistols during particular parts of the movie!



Foot in Bowl Photography

By Russ Murray

For the last few years, I've been fortunate enough to photograph a number of bikes and attend numerous local and interstate race meets as a photographer. The race meets are usually historic in nature but have included OZBEARS and, on occasions, ASBK and even the WSBK. Being a Ducati and MV Agusta owner, it is the various Italian marques that draw my eye or rather the lens of the camera.

The month of November proved extra productive for racing and Italian bikes with the Southern Classic, Australian Historic Road Race Championship and the OZBEARS (part of the Victorian Road Race Championship) all at the Broadford track.

While the on-track action is the focus, I also spend time in the pits and in the carpark capturing both the bikes and the people. Some are colour whilst others lend themselves to b&w. The attached images are just a few taken over three weekends in November at Broadford racetrack. Further images can be found on the Facebook page of Foot in Bowl Photography, the name coming from an image of a staffy I had who decided to destroy her bowl, place a foot in it and look up at me as if to say, "what's the problem".





ST4s for sale



Ongoing knee problems have led me to the reluctant decision that my Beloved ST4s must go to a new home.

She is a 2003 model with 67K on the clock and the Ohlins and lightweight rims, CF etc. that grace them. She is 2 years away from her Club plates and has been serviced by Brad Black for many years so her 996 motor is in fine fettle. There are many extras including Oxford heated grips, LED rear lights/indicators, Scott chain oiler, a Sargeant seat, Rizoma clutch gear and quite a bit of unobtainable stuff like DD headlights etc.

Front shocks were completely redone about 10K ago and recently new rotors were installed with sintered pads. I have full service documentation. The bike will come with quite a lot of spares including the original seat, headlight etc. as well as a Ventura rack and touring bag.

Added wiring includes auxiliary fan switch, trickle charger and jumpstart facilities without removing the fairing. The tyres are legal but I have decided to not refresh them before sale as the buyer will no doubt have a preference for make/model. Currently



Pirelli Road 5. Rego to 10 July next year. I could go on and on with detail but I (and a number of other riders) think she is one of the nicer ST4s examples around. For a more objective view you could ring Geoff Salmon who knows a bit about STs and who has known the bike well for years. I am looking for about \$8500 given the extras and pampered history. I would love her to stay in the DOCV if possible so will only put her on BikeSales if there is no member interest in the next few weeks. Oliver 0411461146



DARMAH TANK AND SEAT. Prefer sale for a restoration. Some wear and scratching on both. Tank is missing it's cap and I believe it has a covered pinhole at top left. It has both fuel taps. The seat has been re-upholstered and is missing the barrel on the rear compartment. Asking \$1200 or BEST offer. Contact Mark, Frankston North Vic. Phone 0424388974.



PANNIERS FOR SALE: off a 2018 Multi (bike written off). Price \$700. Contact Pino 0431718555



PLATE : DRVEL Selling price: \$2500. Seller : Andrew Currie. Contact : 0414 893 786



1982 DUCATI 900 DARMAH, \$25,000, includes some specific tools, manuals, bikini fairing, box of bits n pieces I will never use... This bike has been privately imported from Italy to NSW and has a NSW MainRoads Authority number stamped into the frame. I am the 3rd owner and purchased the bike in about 2001, has been on club reg but now expired. I would say its roadworthy but may need a new front tyre. Shortly after purchasing I had a total rebuild of the motor with hi comp pistons, oversized cylinders bore, all engine casings were wet bead blasted, all alloy was high 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



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

WANTED, NO NEEDED !

Petrol tank to suit a 916, any colour is OK, as it will be repainted, preferably without rust.
Please call Stuart on: 0408 181001.

WANTED VENTURA RACK

I am chasing a Ventura rear rack for my 1993 900 SS and was wondering if any of your members may have one that they no longer need?
Rowan 0434 600 227

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





**REFER DOCV WEBSITE
FOR THE LATEST DETAILS**
<https://www.docv.org>

UPCOMING RIDES

Several rides are being planned for the coming months. Keep an eye out for new rides in December and January, head to Events -> Rides -> Upcoming Rides on docv.org and register in time as numbers may be restricted for some rides.

Remember to arrive with a full tank and arrive a little early for a good coffee, great company and ride briefing, not to mention checking out the super cool bikes!

The January meeting at the Manningham is replaced with the BBQ at the Yarra. There is thus no January meeting at the Manningham.

Round the Top to the Wally Pub

21 DEC 2025 – 9:00 AM - 4:00 PM

Leaving from Morwell Ampol

Our annual unsealed Christmas ride to Walhalla 'where the souls of warriors who died in battle are received by the god Odin' in Norse mythology.

Beginning, at the edge of time, at the Ampol Servo in Morwell. This ride will take us to the Wally Pub where we will dine like god's with the bitumen burners for a luncheon fit for kings. Eat, drink and be Merry for the festive season.

Rider briefing and stands up at 09:00. Have your tank full and breakfast coffee consumed before then.

Taking in the magnificent scenery of Gippsland's high country, we will literally traverse different roads on our return because we can.

In a day that promises to be as memorable as it is God like come and join us for the final ride of 2025 and enjoy a day of twisty after twisty that will leave your wrist and ankle sore of changing gears so often that you will need to wait until 2026 to recover and get your movement back.

Queries: Glenn - grloe@aussieb.com.au

Christmas Ride

21 DEC 2025 – 9:30 AM - 4:00 PM

Leaving from Butler's Pantry, 1090 Wellington Rd, Rowville

Our annual Christmas ride to Walhalla 'where the souls of warriors who died in battle are received by the god Odin' in Norse mythology.

Beginning, at the edge of time, at the Butler's Pantry in Rowville. This ride will take us through the Erica State forest to the Walhalla Pub where we will dine like god's for a luncheon fit for kings. Eat, drink and be Merry for the festive season.

Rider briefing and stands up at 09:30. Have your tank full and breakfast coffee consumed by 09:30

Taking in the magnificent scenery of Gippsland's finest countryside we will literally traverse the same roads on our return because they are that good.

In a day that promises to be as memorable as it is God like come and join us for the final ride of 2025 and enjoy a day of twisty after twisty that will leave your wrist and ankle sore of changing gears so often that you will need to wait until 2026 to recover and get your movement back.

Queries: Chris - captain@docv.org

BBQ by the Yarra

6 JAN 2026 – 6:00 PM

Location: Yarra bank opposite Botanical gardens

Our annual New Year BBQ Meeting is returning to the banks of the Yarra. The location is on Alexandra Avenue, just downstream of the Anderson Street/ Morell pedestrian bridge. Arrive anytime from 6pm. The first there grabs the BBQ facilities nearest the toilet block.

BYO food and drink. Guests welcome. The night will be hot and dry or cold and wet, it always was.

Note: While the BBQ meet-up is in lieu of a January General Meeting it is scheduled on the first TUESDAY of the month, so we avoid the Australian Tennis Open and the parking mayhem!



Venus Bay Vitamin (MIDWEEK)

ACTUALLY THURSDAY 8 JAN 2026 – 9:00 AM - 5:00 PM

Leaving from Butler's Pantry, 1090 Wellington Rd, Rowville

Summer is here and the beach is calling. Its time for some Vitamin D on the bones. Departing from Butler's 0900 sharp.

The plan is to meander down through Mirboo Nth, Meenyan, Fish Ck. Have lunch in Tarwin Lower at 'The Bird & Wolf' cafe then return via Inverloch, Wonthaggi. With a focus on the Bena / Kongwak Rd. There are some great roads on this ride so put in your diary and register on our website.

This is a big ride and better suited to the experienced rider.

The whole trip will be approx. 400km

Queries: Chris - captain@docv.org



The Treasurer's Travels

18 JAN 2026 – 10:00 AM - 4:00 PM

Leaving from BP Bulla, 82 Bulla Rd (adjacent to The Black Horse Hotel). Stands up at 10:00

Spring is on the way out and with Summer just around the corner the Treasurer will be leading a ride out west. This ride is one that I'd classify as pretty easy, so it should be a nice relaxing day out and a great opportunity for newer members to scratch that itch and come for a ride with the club.

The plan is for a leisurely jaunt out west, some roads I've done on other club rides and some I've done in my mis-spent youth. Departing from BP Bulla we'll wind our way out to Trentham for a comfort stop. From there we'll head south through Blackwood and Ballan on our way to Buninyong. If we have time we'll take a small detour up the mountain before heading down into the township to refuel. South again through Mount Doran then on to Meredith for lunch at Meredith Hotel.

After lunch we'll have a relatively short afternoon on our way home through Durdiwarrah, Rowsley and Bacchus March before finishing up at Melton. Total distance is just shy of 250kms plus commutes, and we're on sealed roads all the way.

Queries: Mark treas@docv.org

Strayla Day Ride

26 JAN 2026 – 8:00 AM - 4:00 PM

Leaving from Morwell Ampol at 8.00am.

It is an unsealed/track type ride. There is nothing too challenging apart from a very long day, some rocky stuff, not big just bumpy, some people you don't know (the locals I ride with), 540Km of twisty brown stuff interspersed with a bit of bitumen.

There will be scenery you will never have seen before, tracks you will never have ridden on before and memories that will live with you for a very long time, and also get to eat at the Swifts Creek pub.

UPDATE Swifts Creek Pub currently closed. If hasn't reopened we will go to either Omeo or Buchan, a bit and a fair bit longer day.

So don't delay, get out today and purchase that adventure bike you have been dreaming about now.

Any bitumen burning riders who wish to join us are welcome to tag along to the first unsealed road then peel off and meetup at Swifts Creek.

Any questions contact Glenn - grloe@aussieb.com.au

Riding Etiquette

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.

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.



DUCATI PERFORMANCE & SERVICING

EXPERTS IN DUCATI PERFORMANCE, HANDLING & MAINTENANCE



- Log Book & General servicing
- Major servicing including belts & desmo service
- Repairs including insurance
- Custom dyno tunes and ECU remapping
- Performance parts, fitting and setup
- Authorised Ohlins workshop/dealer including Electronic suspension
- Suspension setups & upgrades for the ultimate handling
- Single sided swingarm hub service
- Tyre advice, supply & fitting
- Diagnosis & troubleshooting
- Fuel System servicing
- Full range of track and race bike services



0457 195 630 info@racecenter.com.au

WWW.RACECENTER.COM.AU

342B Albert St, Brunswick VIC 3056





DUCATI



—250—

DUCATI

www.docv.org