

DESMOTO

DUCATI OWNERS **CLUB** of VICTORIA

Celebrating 50 years of DOCV

FEBRUARY 2026



NEXT SOCIAL MEETING

Tuesday 17 February at The Mannigham

Please register on the club website www.docv.org

Guest speaker – Anthony of 'Bon Vivant' paint protection specialist



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Official DOCV Web Site:

<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: Marc Marquez ripping the rubber from a Panigale V4S

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

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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!

Welcome to 2026. I hope you enjoyed a fantastic Christmas break and managed to sneak in a ride or two during those glorious summer days we've just had.

As you'll have already guessed from the cover, this edition leans into the thrill of motorcycle racing. Inside you'll find my beginner's guide to track days - something I hope will either help you take that first step or give you the final nudge to join the incredible events on offer across Victoria. With enough interest, we may even be able to secure a regular DOCV garage spot at future track days, which would be a brilliant addition to our club culture.

We've lined up plenty of rides for the first couple of months of the year, so keep an eye on our Facebook group and [docv.org](https://www.docv.org) for updates and registrations.

Our magazine thrives on the stories and creativity of our members. Whether it's a ride report, a thought you'd like to share, or a photo of your latest Ducati masterpiece, I'd love to see it. Send your contributions to editor@docv.org - your experiences are what keep the spirit of the DOCV roaring and our community vibrant and connected.

Here's hoping the weather gods smile upon us and deliver perfect riding conditions throughout 2026.

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 Duffer



Monthly Financials for January 2026

By Mark Duffer

	January 2026	December 2025
Income		
Desmoto		
Events	2,520.00	0.00
Memberships	105.01	122.50
Merchandise	0.00	0.00
Other		0.27
	2,625.01	122.77
Expenses		
Cost of Sales		
Desmoto	0.00	648.00
Events	5,143.73	2,100.00
Membership		
Other	190.33	1,094.95
Total Expenses	5,334.06	3,842.95
Operating Profit/(Loss)	(2,709.05)	(3,720.18)
Cheque Account	6,981.53	10,905.23
Paypal	3,114.60	2,060.76
Debit Card	1,669.43	2,170.14
Cash reserve/Contingency	30,520.50	30,520.25
Term Deposit 2 /DOC	16,622.08	16,622.08
Term Deposit 3 /50th Ann	16,610.43	16,610.43
Trade Debtors		
Other Assets	3,745.55	3,745.55
Net Assets	79,264.12	82,634.44

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,

Welcome to 2026! Xmas and the New Year seem like a long time ago now, hope you all enjoyed both, and had some time off with friends and family. I have a new seasonal job refueling firefighting helicopters, so it's been a busy summer!

Long days and working weekends, so no riding for me unfortunately. Although it's been a bit too warm for riding, and many of my favourite roads were closed due to the bushfires.

Hoping that all those affected are getting the help that they need. And that roads are open soon.

One of my favourite local roads is from Old Longwood to Ruffy. Short, but starts up a lovely, treed valley, and then opens to the tablelands at the top. The area and the road were hit hard by the fires. Fingers crossed for early autumn rains to give the environment a chance to recover, and to grow some pasture for livestock.

As soon as I can I'll be back on the bike, riding the roads that are open, and visiting local bakeries and pubs to support communities who have had restricted visitor numbers. I encourage you to do the same – get out on the bike, enjoy some delicious food and baked goods, and help regional Victorians. When the roads are officially open and visitors are welcome of course.

Your committee has had a bit of a break, but work is still underway in the background. The busiest people have been those on the 50th Anniversary Committee – Moira, Kathie, Duncan, Garry and Fab shortlisted two venues for the 50th Gala Dinner, and after due diligence inspections, the Rendezvous Hotel in Flinders Street has been selected as the venue.

Mark Saturday the 23rd of May on your calendar, and keep an eye on the website to book your tickets!

An evening of fun, frivolity and all things DOCV is planned. At \$85 per person it's great value. Details included in this edition of Desmoto. We'll send an email blast to members when the dinner is open for registration. Stay tuned!

The 50th planning committee can now start work on other events – we have a bbq planned at a delightful rural property on the outskirts on Melbourne (ride or drive there), plus Red Plate rides, the bi-yearly Dinosaur Lunch for ex committee members, and more! If you have an idea for an event you think would work, please shoot me an email at pres@docv.org.

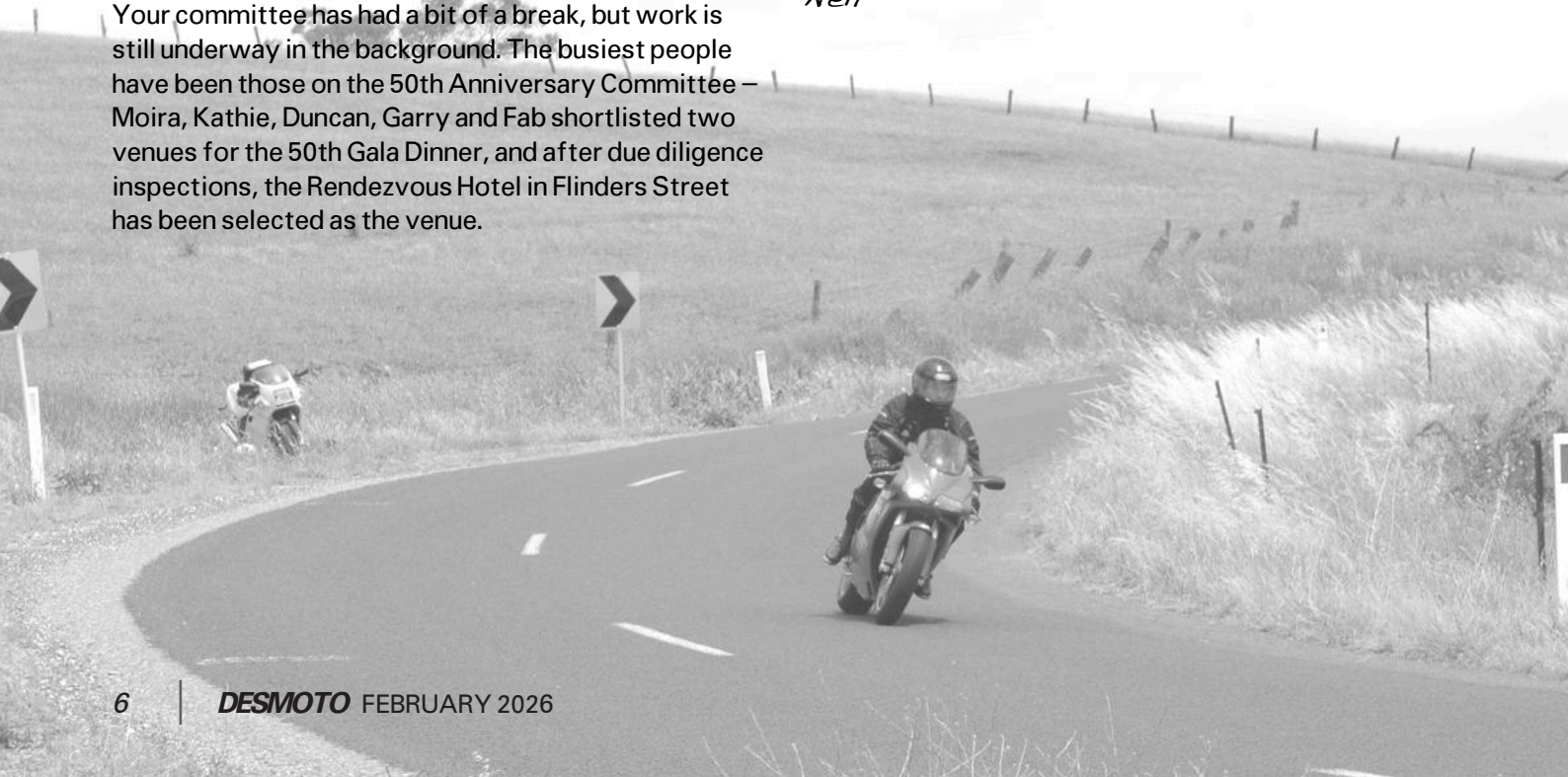
And of course there is no need to remind you that this is best time of year for riding. Chris has a full ride calendar organised for the rest of Summer and Autumn. Check the website as the details are filled in.

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!

Ciao,

Neil



New Members

Welcome

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

- Anthony Baccega
- Paul Esposito
- Yosep Permana
- Poole Daniel
- Nicholas Pullen
- Steve Salter
- George Tsaprounis
- Spencer Harrison
- Greg Super
- Jiaer Zhang

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

NEW MEMBER JOSEP

Yosep Permana joined us earlier this year and gave us a glimpse into his Ducati passion. You're looking fantastic out on track, Yosep - great photo. Hope we cross paths at a track day soon.



Occupation? Sparky

What suburb do you live in? Sunshine North

What made you join the club? Part of Ducatisti

What bike(s) do you have? Streetfighter V4S 2020

What is your dream bike? Diavel RS

What type of club events are you most interested in? Midweek rides, Track days

What's your favourite Ducati colour? Red

Your favourite road to ride in Victoria? Yarra Boulevard

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

If you follow motorcycle racing, who is your favourite rider? Marq Marquez

What was your first bike? CBR 650R



il rapporto del capitano

Chris Williams



Welcome to the new year club members and what a hot one. Crazy hot. What a difference a couple of months make. No sooner are we just out of floods and now the place is about to burn down. Speaking of hot. How hot was Dakar. What an amazing race. I love it. The Dakar Rally is not just a race but a legendary test of man and machine, demanding navigation precision, physical grit, mechanical endurance and strategic planning over unforgiving desert terrain. Dakar's blend of international entrants from seasoned champions to up-and-coming racers continues to make it one of motorsport's most compelling spectacles. And this year's event was no exception with Nasser Al-Attiyah winning the Dakar for the sixth time in the car category. The 55-year-old Qatari also won in 2011, 2015, 2019, 2022 and 2023 with four different manufacturers.

Al-Attiyah, with Belgian co-driver Fabian Lurquin, made no mistakes as he handed the Romanian owned now managed by Groupe Renault the 'Dacia' a first victory at their second attempt in the two-week event held entirely in Saudi Arabia.

Argentina's Luciano Benavides won by two seconds on his Red Bull KTM 450 Rally, the narrowest margin ever.

The 48th edition of the rally, held from January 3-17 in Saudi Arabia, covered approximately 8,000 kilometres of challenging terrain. A key innovation for the 2026 event was the reintroduction of "Marathon-Refuge" stages where riders were self-sufficient, camping overnight with no mechanic support, which tested endurance and mechanical sympathy.

With a dramatic finish Ricky Brabec, the 2025 winner, held a 3 minute 20 second lead over Benavides entering the final stage. However, a crucial navigation error by





Brabec just 7 kilometres from the finish line allowed Benavides to make up the difference and take the overall victory by the narrowest margin in Dakar history. 2 seconds!

The race was a fierce battle between the KTM and Honda factory teams. Daniel "Chucky" Sanders, the defending champion from the Yarra ranges in Victoria, was a strong contender early on but finished fifth overall after bravely continuing the final stages with a broken collarbone and sternum.

20-year-old Spanish rookie Edgar Canet (Red Bull KTM Factory Racing) made a significant impact, becoming the youngest-ever stage winner in the bike category and clinching the final stage victory.

Meanwhile back in Ducati land we kicked the year off with our annual BBQ down by the Yarra. Traditional as in every year the weather was superb. A great evening was had by all with quite an array of Ducatista showing up with nearly 20 different styles of Ducati. Sandro very kindly brought along his generous supply of Italian doughnuts.



Two days later we were back on the roads. Read all about the Venus Bay mid-week ride in this edition, it's an annual event that never disappoints.

Speaking of no disappointments our Treasurer Mark held his inaugural ride the following weekend in the 'Treasurers Travels'. Travelling to Meredith with 18 registered I believe all, including some new members, had a great time. You'll read about it in the 'Treasurer's Travels'.

Looking further ahead Captain Glenn will have had his 'Strayla Day' ride by the time you read this as I am writing this report the very same weekend. Looking forward to hearing about Glenn's travels as there is always a surprise on his rides. Also by the time you read this report Garry will have ridden his 'Big Hot Ride to Licola' or what's left of it. Sadly I believe it's been sold and the general store has shut down. So I believe it was going to be pies at the Glengarry Bakery for lunch. At least the road is still there. Hope it was a great ride Garry



I am hoping to have my Murrindindi Meander on either 15th or the 22nd Feb this year. It should be published by the time you read this report.

Then it's the big one. The 2026 Tasmanian Tiger Hunt. 14th - 22nd March '26. As I'm sure you're all aware is now booked out. However if you can secure your own passage and accommodation you're welcome to join us. See our website for details.

Just let me know captain@docv.org

Until then safe travels and journeys. Bitumen side down.

Chris

CAMPIONI IN PISTA 2026: IN MADONNA DI CAMPIGLIO, THE DUCATI LENOVO TEAM AIMS FOR NEW RECORDS CELEBRATING A CENTURY-LONG HISTORY

- To celebrate Ducati's centenary anniversary, Matt Rosso Centenario and white stripes on the Desmosedici GP bikes with which Marc Márquez and Francesco Bagnaia will face the 2026 MotoGP season
- A record-breaking Team ready to chase its 100th MotoGP victory
- A rider duo that needs no introduction: the World Champion Marc Márquez will return to the track to once again be protagonist. Francesco Bagnaia is looking for redemption
- Claudio Domenicali, CEO of Ducati Motor Holding: "With Marc and Pecco, we have two extraordinary Champions, driven by extremely strong motivations and objectives, ready to seek new confirmations and important answers"

Madonna di Campiglio (TN, Italy), January 19th, 2026

Madonna di Campiglio, a pearl nestled in the foothills of the enchanting Dolomites, is the setting for the fourth consecutive year of Campioni in Pista, the presentation of the Ducati Lenovo Team. The Desmosedici GP bikes that Marc Márquez and Francesco Bagnaia will debut at Thai GP next March 1st were unveiled this morning at Palacampiglio.

Another record-breaking year, with the Ducati Lenovo Team claiming the prestigious triple crown for the third time in the team's history. For the second consecutive year 13 overall wins, bringing the Ducati Lenovo Team's tally to 99 MotoGP victories, the all-time record for points scored by a single rider in a season (M. Márquez, 545), and the sixth constructors' title in a row.

It will be a meaningful season with the celebration of the centenary of Ducati's founding (1926), an anniversary also reflected in the graphic design of the Desmosedici GP with the new Matt Rosso Centenario and the double white stripe. A dark red, like that of the origins: from the red of the Ducati 60 (1949), the first complete motorcycle that marked our entry into the

motorcycle manufacturing world, to the Gran Sport "Marianna" (1955), the first Ducati designed for racing by engineer Fabio Taglioni.

Honoring the Rosso Centenario of Ducati in 2026 a duo that needs no introduction. Nine MotoGP titles (7 for Marc and 2 for Pecco), two exceptional champions both on and off the track: Marc Márquez and Francesco Bagnaia. Protagonist of one of the greatest comebacks of all time, thanks to his willpower and dedication, Marc is ready to write a new chapter in motorcycling history. At his side, synonymous with resilience and commitment, Pecco, Borgo Panigale's most successful MotoGP rider, seeking redemption.

On stage at "Campioni in Pista," an event organized by Ducati in collaboration with Trentino Marketing and the Madonna di Campiglio Tourist Board, in addition to the riders and the management of the Team, were Claudio Domenicali, CEO of Ducati Motor Holding and Luigi Dall'Igna, Ducati Corse General Manager.

The start of the MotoGP season is around the corner. First appointment from the February 3rd to 5th in Malaysia, at the Sepang International Circuit, when the Ducati Lenovo Team riders will be on track for the first official testing session.

Today, before enjoying the spectacular ski slopes of the Pearl of the Dolomites, the Ducati Lenovo Team riders will be present in the downtown of Madonna di Campiglio, Sissi Square, from 5:00 pm to meet all the fans.

#CampioniInPista #Ducati100

Claudio Domenicali (CEO Ducati Motor Holding):

"We couldn't present the Ducati Lenovo Team any other way than here, in the spectacular setting of Madonna di Campiglio, where we return for the fourth year in a row and at a particularly significant moment for Ducati: our Centenary. We enter 2026 with sporting results that speak for themselves and a team that, over time, has demonstrated extraordinary work ethic and consistency: four consecutive Riders' titles and six Manufacturers' titles are the result of a precise path, not isolated incidents. The Ducati Lenovo Team today represents the most advanced synthesis of the Ducati method, combining technical expertise, solid organization, and constant ambition. With Marc and Pecco, we have two extraordinary Champions, driven by extremely strong motivation and objectives, ready to seek new confirmations and important answers. Alongside them is the Desmosedici GP, a bike born from continuous evolution and targeted technical choices, which represents the pinnacle of our technological vision and which, in this special year, we have made even more iconic by dressing it in a red that recalls our history. It is with this combination of people, riders, and bikes that we face the future upcoming season, with the determination to continue to be competitive and achieve new sporting successes".

Luigi Dall'Igna (Ducati Corse General Manager):

"This season, in terms of value and hopefully also the show on track, is unlike any of the previous ones. We will celebrate Ducati's centenary and, at the same time, it will be a year of transition considering the radical change in the regulations in 2027. Racing has always been part of Borgo Panigale's DNA, and we hope to honor this extremely important milestone by showcasing the technology of our bikes and setting new records. We are proud to wear the Rosso Centenario and the white stripes on the fairings of the



new Desmosedici GP bikes to fight, as Ducati, for the seventh manufacturers' title in a row and the sixth riders' title in our roll of honor. These are ambitious goals and it's difficult to think of more. I have little to add also speaking about Marc and Pecco: they are two Champions, different but both Champions. Marc has proven himself to be a champion capable of overcoming all adversity to find peace, victory, and speed. Pecco struggled, but he never gave up and put his talent to the test, demonstrating that he can return to being a true protagonist. Thanks to all our partners and Madonna di Campiglio, which welcomes us to its truly evocative setting for the presentation of the Ducati Lenovo Team. With the entire team, we are ready to face 2026 with maximum commitment and motivation".

Marc Marquez (#93, Ducati Lenovo Team): *"2025 was a key moment in my life and career. A challenge against all odds, to prove to myself first that I could win again. I don't pay much attention to numbers and records, but 2026 represents an additional challenge. Reaffirming my position will be even more difficult, but we have the ability to make the most of the Desmosedici GP package, which is the most competitive and reliable. Regaining my riding confidence after the injury is the first goal, then putting on a show on the track with the Ducati Lenovo Team, whose colors I will try to honor to the best of my ability again this year. In the first training sessions on the bike, the sensations were more than positive, but Malaysia will be the first real test of the season".*

Francesco Bagnaia (#63, Ducati Lenovo Team): *"I'm leaving behind a challenging year, but one that has taught me so much and has further strengthened my desire to return to the track as soon as possible with the new Desmosedici GP. It was important to go all the way, never giving up, to face every situation and to learn from every experience. The 2026 season will have a special significance: a new opportunity to demonstrate our full potential in the year of Ducati's centenary celebrations and with a truly impressive livery. I count the hours until the first test: I'm really happy to be reunited with the entire Ducati Lenovo Team and to get back to work to be among the protagonists and have fun".*



FIRST PODIUM FOR THE DESMO250 MX AT THE INTERNAZIONALI D'ITALIA

Ferruccio Zanchi third in Alghero in the first race of 2026



A weekend affected by adverse weather conditions greeted the Ducati riders competing in the first round of the 2026 Internazionali d'Italia Pro Motocross Championship. The rain, which fell until the first timed practice sessions, turned the Lazzaretto track in Alghero into a morass of sand and mud, transforming it into a tough test for the men and bikes competing in their first outing of the season on the technical Sardinian track.

Eighth and ninth at the end of the timed practice session, Calvin Vlaanderen and Andrea Bonacorsi lined up for the start of the first race aboard their Desmo450 MX. A complicated start saw the Dutch rider finish the first lap in 10th place, while Bonacorsi, struck by a rival, rejoined in 17th place with a damaged bike and missing a rear brake. He was determined to get some good training in ahead of the first Grand Prix of the season, which will be held in Argentina in just over a month and having climbed to tenth place in five laps with excellent pace, he managed to finish the first race in ninth place, while a technical problem forced Calvin to retire early. Vlaanderen had a better start in the second race, finishing eighth after one lap, while the Italian, who started in front, was caught up in a group crash and retired due to a severe blow to his right leg following



contact with an opponent's bike. The Ducati Factory Racing MXGP Team's number 10 rider also ended the race prematurely, heading to the pits after a few laps.

Andrea Bonacorsi: *"This start was a shame because we've had a good feeling with the bike all winter. Unfortunately, in race one I didn't get a great start, and on the first lap, while I was recovering, a rider hit me and damaged the rear brake and a footpeg. I restarted, putting in some good laps despite the damaged bike; then, without the rear brake, it was a bit more difficult to pass the faster riders and I finished 9th. In race two I got a better start, but on the first corner I had*



a contact with a rider who lost control in front of me and blocked me, then someone ran over my left leg. I preferred to stop immediately because the bike was damaged and I didn't want to risk worsening my condition. It's a pity because I was hoping to immediately show how good my bike is, but we'll make up for it soon."

Calvin Vlaanderen: "First race is done, is behind us. It was nice to be back racing again and to feel the nerves, I definitively missed it. I had a good feeling with the bike this morning and also in the races. It's just a shame that we had some bike issues; something that we will fix for the GP's: this is why we're here, to get informations and data for the bike, so we will go back, analyze and see what we can do better for the next race."



It was a positive day for the Beddini Racing Ducati Corse Factory MX2 Team, which fielded the two Desmo250 MX of Ferruccio Zanchi and Simone Mancini in Alghero. After posting the seventh-fastest time in his group in timed practice, Zanchi came out of the gate in race one with a great start, cornering in third place, immediately taking second, and battling throughout the race with the top riders of the group, setting excellent lap times and finishing second. Mancini's first race, however, was more complicated. He got off to a slow start after posting the ninth fastest time in his

group in the morning practice sessions, held in pouring rain, and crashed on the first lap, restarting last. After gaining nearly 20 positions, the number 97 managed to finish 19th, earning two points. Race two got off to a less impressive start, with Zanchi seventh after the first lap and Mancini quickly climbing into the top 10 from fifteenth, managing to finish eleventh. Sixth place earned "Ferro" the third step of the podium, taking home his first trophy of the season and an excellent test ahead of the first round of the world championship.

Ferruccio Zanchi: "It was a good first weekend of the season. I struggled a bit in qualifying due to the very unusual track conditions. I had a great start in race one, where we proved that the bike starts really well. I had a good, solid pace and didn't make too many mistakes, bringing home a smart race. In race two, I didn't get a great start; I had a problem with my goggles during the heat and I made some gains, but towards the end, my vision was really bad and I finished sixth. It was a positive first weekend with the team, with a good result. There's still a long way to go, but it's off to a good start."

Simone Mancini: "It was nice to be back in the starting gates after almost seven months of inactivity. The first race after such a long time was also emotionally impactful. In the first race, I got a good start, but on the second corner, I came into contact with a rival and got stuck in the mud, restarting last; I still had a good race, making up several positions. In race two, I started a bit worse, around fifteenth place, and climbed up to ninth, before finishing eleventh. I had two good, solid races, bringing home some good training ahead of the next race in Mantova."

WORLD DUCATI WEEK 2026: TICKET SALES NOW OPEN TO CELEBRATE A CENTURY OF PASSION AT THE WORLD'S BIGGEST DUCATI GATHERING!



WDW2026
WORLD DUCATI WEEK
 3rd - 5th July / Misano, Italy
wdw.ducati.com

- A historic and one-of-a-kind edition celebrating the Centenary of the Borgo Panigale manufacturer: tickets for World Ducati Week 2026 are now available on Ducati.com
- From 3 to 5 July, the Misano World Circuit and the Adriatic Riviera will welcome Ducatisti and motorcycle enthusiasts for a weekend that promises excitement and fun for everyone
- The most eagerly awaited moment will be the Race of Champions, which this year will follow a format featuring free practice and qualifying on Saturday, and the official race on Sunday

Borgo Panigale, Bologna, 29 January 2026

Ducati fans, it's time to start warming up the engines! Tickets for World Ducati Week 2026 are now available on Ducati.com, the event that, more than any other, tells and celebrates Ducati passion around the world.

The dates to mark on the calendar are Friday 3, Saturday 4 and Sunday 5 July 2026: three days that will give life to an event destined to remain in history.

The 2026 edition promises to be truly unique: World Ducati Week will be the culmination of Ducati's Centenary celebrations, already underway during the year and set to reach their peak at the Misano World Circuit. On Saturday, July 4, the exact anniversary of the Borgo Panigale manufacturer, the event will go beyond the boundaries of a gathering to become a global celebration of two wheels, capable of uniting generations of enthusiasts in one big community.

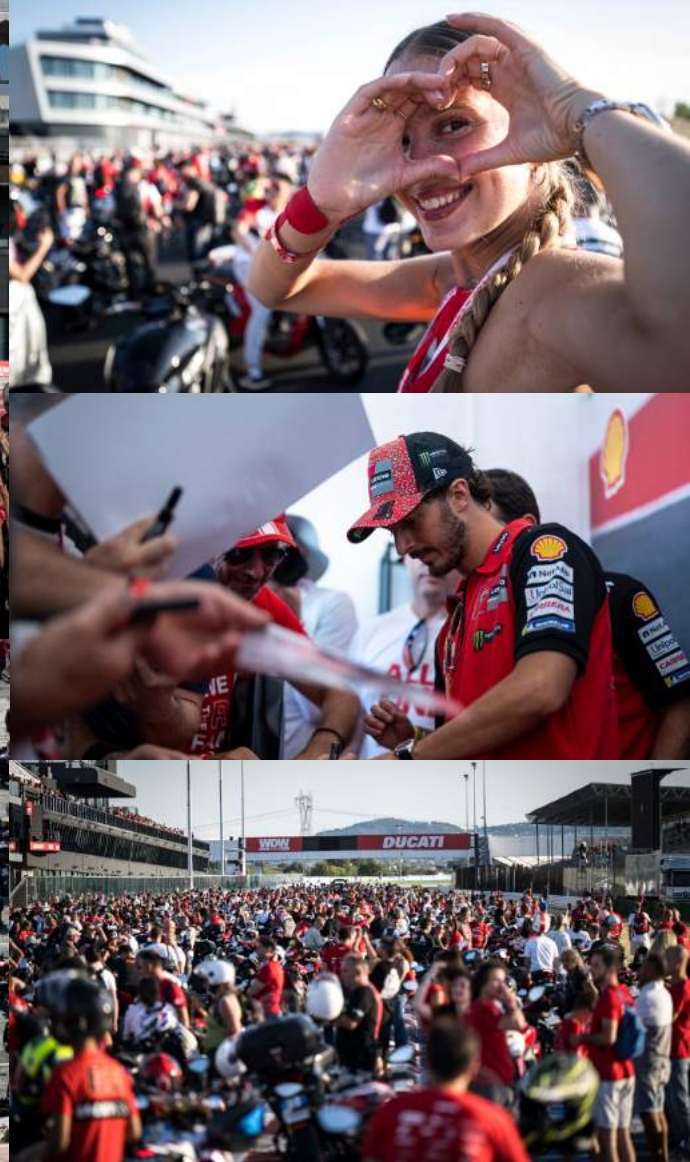
An energy that will take shape through new products, contests and in-depth sessions with Ducati engineers, designers and experts, alongside opportunities to meet riders from the present and past. There will be many chances to take to the track with one's own motorcycle, Ducati model Test Rides and Riding Experience sessions, culminating in the parade - one of

the unmissable rituals of WDW - a spectacular "snake" of motorcycles that comes to life with a lap of the circuit. All of this will be complemented by an entertainment program designed to accompany the event in the evening as well. Paddock activities and track sessions will alternate with breathtaking shows and animated evenings, creating a rich program of appointments.

The connection with racing will remain central thanks to the presence of Ducati Corse, a leading force in MotoGP, WorldSBK and Off-Road championships. This outstanding sporting heritage will be showcased in one of the most anticipated events of the weekend: the Race of Champions, which this year will introduce a completely new format: free practice and qualifying on Saturday, followed by the official race on Sunday, offering motorsport enthusiasts the opportunity to experience a unique spectacle up close on the Misano track, with a world-class starting grid.

Many elements united by the same common thread: celebrating 100 years of Ducati history by living first-hand the emotions that have made the Borgo Panigale manufacturer unique in the world of two wheels.

Tickets to attend World Ducati Week 2026 are available on the Ducati website in two formats: Biker



Pass (participant with motorcycle) and Visitor Pass (passenger or participant on foot), valid for one or all three days of the event. Both types of passes allow access to all public areas of the circuit and free participation in numerous activities.

World Ducati Week 2026 will feature two sales phases. The first, called Early Advantage, runs from 26 January to 25 March and offers special limited availability rates for those who secure their place at the event right away. From 26 March, the Regular Ticket rate will be available.

In addition, all WDW ticket holders will be able to visit the Ducati factory and the Ducati Museum in Borgo Panigale at a reduced rate.

For accompanied minors up to the age of 18, admission to the event will cost a symbolic €1. Admission will be free of charge for participants coming from outside Europe (Asia, Africa, the Americas and Oceania), for people with disabilities and their accompanying persons.

A special discounted rate is reserved for D.O.C. members, available only to Ducati Official Club members active for the 2026 season. For information, find and contact the official DOC in your area.

Tickets can also be purchased by anyone at a special price at Ducati dealerships.

For further information on ticket prices and how to purchase them, please visit the dedicated section of the official Ducati website. Tickets are available exclusively in digital format and are nominal.

To stay up to date on all the latest World Ducati Week 2026 news, a dedicated section is available on the Ducati website, with updates also shared on Ducati's social media channels and on the official World Ducati Week Facebook page.

Early Advantage | 29 January - 25 March

3 DAYS	BIKER	VISITOR
Full	125€	95€
Reduced	105€	90€
Reduced DOC	80€	75€
Under 18	-	1€
1 DAY	BIKER	VISITOR
Full	80€	70€
Reduced	75€	65€
Reduced DOC	55€	50€
Under 18	-	1€

A warm start to the year: DOCV's Annual BBQ



There's something special about kicking off a new year with the sound of Ducati engines echoing along the Yarra. Our annual New Year BBQ once again returned to its familiar home on Alexandra Avenue - just downstream of the Anderson Street/Morell pedestrian bridge - and as always, it delivered exactly what makes this club such a joy to be part of.

Members began rolling in from 6pm, each rider claiming a patch of grass near the BBQ area while the early arrivals secured the allimportant hotplate closest to the amenities. True to tradition, the weather kept us guessing. Hot and dry? Cold and wet? It never matters. The DOCV spirit thrives regardless, and this year's turnout proved it.



Before long, the grass beside the river transformed into an impromptu Ducati showroom. Sleek modern machines stood proudly alongside beautifully preserved classics, each one drawing admiration from passersby and members alike. It's always striking to see the breadth of bikes our club brings together - decades of engineering, design, and passion lined up in one place. If ever there was a reminder of why this community exists, this was it.

The BBQ itself was relaxed and easy going, with members sharing food, stories, and the usual goodnatured banter. Guests were welcomed, new faces were introduced, and longtime friends picked up conversations as if no time had passed at all. This is what the club is all about: Ducati enthusiasts who seize every opportunity to get out, ride, and connect.





As the sun dipped behind the city skyline and the last sausages sizzled on the grill, it was clear the year had begun exactly as it should: with good company, great bikes, and the unmistakable camaraderie that defines the DOCV.

Here's to another year of rides, roads, and redhot passion for all things Ducati.



Early morning Great Ocean Road ride by Tom Hinton

The weather on the Victorian Surf Coast has finally improved after what seemed a long, wet, Spring.

Dry roads and verdant scenery are very welcome but with summer come the visitors and clogged coastal and mountain roads. The cure - get up early for a ride!

Nav and I met at Anglesea and started out for Apollo Bay at 6:30 AM (yes, there is another 6:30!).

A little fog at first but a clear road saw us enjoying the Great Ocean Road just as we like it - smooth, twisty and glimpses of crashing surf.

Nav's SS and my Monster relishing the cool air and open road.



Coffee in Apollo Bay at 7:30 and home by 11, via Lorne and the hills with a quick stop at Deans March for a drink.

The traffic coming into Barwon Heads and Ocean Grove was at a standstill by then so I made my way home through back streets, had a nice lunch and a little nap.

The Treasurer's Travels

By Louis Putter



A Westerly Wander to Welcome the New Year

There's something about the first couple of club rides of the year that sets the tone for the months ahead. Maybe it's the promise of warm summer air, maybe it's the anticipation of new roads, or maybe it's simply the joy of seeing familiar faces roll into the servo one by one. Whatever the reason, the DOCV Treasurer's January ride out west delivered exactly what riders needed: a relaxed, scenic, goodhumoured day on the bikes.

With stands up at 10:00 sharp from BP Bulla, the Treasurer - Mark Dulfer - set the tone early. This wasn't a day for heroics or highstakes corner carving. Instead, it was billed as an easy, welcoming ride designed to tempt newer members off the couch and onto the open road. And judging by the turnout, the invitation worked. A healthy mix of regulars and fresh faces gathered under clear skies, ready for a day that would prove just how good the riding is on "the other side of the bridge."



Rolling Out: Bulla to Trentham

The group eased out of Bulla and into the rolling countryside, settling quickly into a comfortable rhythm. The route west is one many members know well - some from recent club rides, others from their "misspent youth," as Mark put it with a grin. The morning air was warm but not oppressive, the kind of weather that makes you grateful for mesh panels and wellvented helmets.

The first leg wound its way toward Trentham, a perfect spot for a midmorning comfort stop. Bikes lined up neatly along the main street as riders stretched their legs, grabbed a drink, and chatted about the roads ahead. Spirits were high, and the relaxed pace meant everyone - new riders included - felt right at home.

Through the Forests to Buninyong

From Trentham, the group headed south through Blackwood and Ballan, enjoying a mix of sweeping bends and shaded forest sections. The roads were in good condition, sealed all the way, and the scenery shifted from tall gums to open farmland as the kilometres ticked by.





Buninyong was the next major waypoint, and for those who had never ridden the area, it was a pleasant surprise. Mark led a short detour up the mountain - a chance to enjoy the views before descending into town for fuel. Buninyong served as a natural midpoint: a chance to top up tanks, cool down, and prepare for the run toward lunch.

Lunch at the Meredith Hotel

South again through Mount Doran, the group made its way to Meredith, where the Meredith Hotel awaited with cold drinks and hearty meals. The pub's relaxed country charm made it an ideal lunch stop, and the conversation flowed easily. New members mingled with longtimers, swapping stories, comparing bikes, and laughing about the morning's highlights.

For many, this was the moment the ride's purpose really shone through. It wasn't just about the roads - it was about the people. As one rider put it later, "That was a day to enjoy."



A Short Afternoon Homeward

After lunch, the Treasurer kept the afternoon intentionally short and sweet. The route home wound through Durdiwarrah, Rowsley, and Bacchus Marsh before finishing up at Melton. The total distance came in just shy of 250 kilometres, plus commutes, making it a comfortable day for riders of all experience levels.

The final stretch offered a mix of open straights and gentle curves, giving everyone a chance to settle into their own pace and enjoy the warm summer breeze. By the time the group reached Melton, the mood was unanimously positive - relaxed, satisfied, and already thinking about the next ride.



Riders' Reflections

The postride comments on Facebook painted a clear picture of the day:

- ***"Weather is going to be great."*** – Dane Johnson
- ***"Who knew there were great roads on the other side of the bridge?"*** – Mark Fountain
- ***"Thanks for the welcome everyone."*** – Steve Salter
- ***"A good ride."*** – Stuart Hartley
- ***"Great seeing new roads so close to home."*** – Louis Putter
- ***"Great day out West with the Treasurer."*** – Trevor O'Connell

And from the man himself, Mark Dulfer:

"Thank you all for coming out to help make a great day. It was great to see some new faces... big shout out to Tom for doing TEC duties today."

The comments say it all. Good roads, good company, good weather - what more could a club ask for?

The Treasurer's Travels ride was everything a summer club ride should be: accessible, scenic, wellpaced, and full of camaraderie. For newer members, it was a gentle introduction to group riding. For seasoned riders, it was a reminder that you don't need to travel far from Melbourne to find rewarding roads.

Most importantly, it showcased what makes the DOCV community special. Whether you're chasing twisties, exploring new regions, or simply enjoying the company of fellow Ducati enthusiasts, there's always a place for you on a club ride.

If you missed this one, keep an eye on the club website for upcoming events. The west has spoken - and it wants you back.





Venus Bay Vitamin

A Midweek Epic to the Coast

Summer in Victoria has a way of whispering to riders. The long days, the warm breeze drifting off the ranges, and that unmistakable pull toward the coast all combine into one irresistible invitation: get out and ride. So when the forecast promised a perfect 22degree day, the decision was easy. A midweek run to Venus Bay - well, Tarwin Lower, to be precise - was on the cards, and a solid group of riders were ready for their dose of "Vitamin Sea."

Rolling Out: 0900 Sharp from Butler's

The plan was simple and enticing: depart Butler's at 0900, meander through the legendary Grand Ridge Road, drop into Mirboo North, sweep through Dumbalk and Fish Creek, enjoy lunch at the highly regarded Bird & Wolf café in Tarwin Lower, then loop home via Inverloch, Wonthaggi, and the everglorious Bena-Kongwak Road. At roughly 400 km, this was a proper ride - one best suited to experienced riders who enjoy long days, technical roads, and the satisfaction of earning their coastal views.

Back Roads, Big Smiles

The morning unfolded beautifully. The group wound its way through the familiar back roads of Narre Warren and Pakenham before skipping over the M1 and heading down Bunyip Road toward Longwarry. But this time, something new was on the menu - a dogleg across to Lardners Track.

It was a masterstroke.

Lardners Track delivered a flowing, scenic run that fed seamlessly into the Korumburra-Warragul Road. A quick left, a couple of kilometres, and then the real treat began: the Grand Ridge Road.

For almost an hour, the group carved its way along one of Gippsland's most iconic stretches. Corner after corner, crest after crest, the road delivered everything a rider could want - rhythm, challenge, scenery, and that intoxicating sense of being completely in the moment. For many, it was the highlight of the morning.





Mirboo North to Tarwin Lower: Fuel for Bikes and Bellies

Mirboo North provided the first stop of the day - time to stretch, hydrate, and reset before the next leg. From there, the ride continued down Meeniyan Road, through Dumbalk, and into Fish Creek for fuel. Spirits were high, the weather was perfect, and the roads were delivering in spades.

Tarwin Lower soon appeared, and with it, the much anticipated lunch at The Bird & The Wolf. For those who haven't visited, this licensed café sits directly opposite the serene Tarwin River and has earned a reputation for excellent food, warm service, and a menu that caters beautifully to hungry riders.

Whether it's allday breakfast Thursday to Sunday, or their homemade sausage rolls, pies, slices, cookies, brioche breakfast burgers, muffins, croissants, or subs

during the week, the place never disappoints. Add awardwinning Little Rebel Coffee and a genuinely friendly vibe, and you've got a midride stop worth planning your day around.

Coastal Curves and a Final Flourish

After lunch, the group traced the coastline through Inverloch and Wonthaggi, soaking in the ocean air before turning inland for one last highlight: the Bena-Kongwak Road.

For riders who know it, no explanation is needed. For those who don't - put it on your list. This stretch is a gem: sweeping bends, elevation changes, and a rhythm that rewards smooth, confident riding. It carried the group up to Bena and eventually Poowong, wrapping up the day with the same energy it began - smiles, camaraderie, and that unmistakable satisfaction of a ride well led and well ridden.



Riders' Reactions: A Day to Remember

The feedback from the group said it all:

- **Chris Williams:** *"Venus Bay Vitamin. Great day. Thank you to all who came for a ride. And a big thank you to Duncan Richardson for playing the TEC role."*
- **Geraint Gardner:** *"Amazing time and another epic ride with @everyone."*
- **Duncan Richardson:** *"Another classic ride – Ty Chris – well planned and well led!"*
- **Dane Johnson:** *"Brilliant day today! Where do you find those roads, Chris? This was my third club ride, and so far, it's been the best."*
- **Mark Fountain:** *"Thanks for organising a brilliant day out, Chris. Sure beats my typical Thursday."*

When riders are still buzzing hours later, you know the route, the weather, and the company all aligned perfectly.

This Venus Bay - Tarwin Lower - Inverloch loop is a reminder of why we ride. It's not just the roads, though they were exceptional. It's not just the food, though *The Bird & The Wolf* certainly made its mark. It's the shared experience: the midcorner nods, the postride laughs, the sense of community that only grows with each kilometre.

For those who missed it, keep an eye on the calendar. Summer is far from over, and the roads of South



Gippsland are calling. For those who came along - thanks for making it a day worth writing about.

And to Chris: keep finding those roads. The club is clearly loving every one of them.



The Big Hot Licola Ride



A Long Day, A Great Tradition

There are club rides... and then there's the ride. The one that appears on the calendar each year with a wink, a warning, and a reputation that precedes it. The Big Hot Long Ride to Licola has become one of the DOCV's most enduring annual rituals - a test of stamina, skill, and good humour, wrapped in 450 kilometres of Gippsland's finest tarmac.

It's not a day for latte art or leisurely brunching. The invitation makes that clear from the outset: "Not a day for chitchat, barista stops or gourmet eating." Instead, riders are promised a hot pie at the turn, maybe an ice cream if the stars align, and a cold beverage at the finish. Simple. Honest. Perfect.

Rolling Out of Emerald

By 9:00am, Emerald was already humming. Bikes lined the roadside, riders topped up tanks, tightened gloves, and swapped the last bits of banter before the serious business began. With a 09:30 departure and a fuel range requirement of at least 170 km, this is a ride that rewards preparation. It's built for experienced

sportstourers - those who can hold a steady pace, read the road, and settle in for a long, hot day in the saddle.

The weather, as always, had its own ideas. The morning served up a mix of cold, wet, and dreary conditions - just enough drizzle to keep visors smeared and riders honest. But spirits were high, and the turnout was excellent. This ride has a way of drawing people in, even when the forecast doesn't.

Into the Hills and Out to the Heat

Once the group cleared the suburbs and began threading through Gippsland, the day started to open up. The run through Moe and onward toward Licola is a favourite for many: sweeping bends, long stretches of rhythm riding, and the kind of scenery that reminds you why you bought a Ducati in the first place.

By the time the group reached Licola, the clouds had parted and the warmth had returned. As Mark Dulfer put it later, "All sunshine and warmth by the time we got to Licola." A welcome shift after the morning's chill.





And in true Licola fashion, the wildlife made an appearance too. Mark again: "Nearly ran over a snake desperately trying to get off the road on the way up!" Nothing like a bit of reptilian motivation to keep your lines tidy.

The Return Leg: Breezy, Brisk, and Beautiful

After the traditional hot pie and a quick regroup, the ride home began. Fuel at Heyfield, a few laughs, and then the long run back toward Emerald. If the morning was wet, the afternoon decided to balance the ledger with wind. Thomas Hinton summed it up perfectly: "Did anyone else notice that it got a bit breezy on the way home?"

But despite the gusts, the group held strong. Riders settled into their pace, the kilometres ticked by, and the familiar satisfaction of a big day's riding began to set in.

Legends, Laughter, and a DOCV Gong

Every year, the Licola ride produces its own stories, and this one was no exception. The standout effort belonged to Tom, who not only rode from Ocean Grove to Licola and back, but then took on TEC duties for the return leg. As Garry Elphinstone put it, "*The DOCV gong goes to Tom... tough as nails, and never a complaint!*" The comments section lit up with admiration, humour, and the usual friendly ribbing.

George Rappold kept it simple: "*Thanks all, fun ride today.*"

John Taylor added, "*Great to catch up with everyone.*" And Chris Williams chimed in with a nod to the day's effort: "*Looks like a great day out... hope you all had a great day.*"

Even those who couldn't make it felt the pull. Rob Labuc confessed, "*Was almost going to join you... I'll definitely go next year as it's such a good ride!*" A sentiment shared by many who've done it before.

A Ride That Keeps Its Promise

The Big Hot Licola Ride is exactly what it claims to be: long, hot, and not for the fainthearted. It's a day of commitment, camaraderie, and kilometres - lots of them. It's a ride where you earn your pie, your cold drink, and your sleep that night.

But more than anything, it's a celebration of what makes the DOCV community special. Riders looking out for each other. Leaders stepping up. TECs doing the hard yards. And everyone sharing the road, the weather, the laughs, and the stories that follow.

As the sun dipped and the last bikes rolled home, the tally sheets told the tale. Mark clocked 596 km door-to-door. Tom's total was even more heroic. And every rider who made the journey carried home the same feeling: tired, satisfied, and already thinking about next year.

Because once you've done the Big Hot Licola Ride, you understand why it keeps coming back - and why so do we.



Trackdays

by Louis Putter



Trackdays in Victoria: A Rider's Guide to Two Incredible Circuits

Victoria is blessed with two of the best motorcycle circuits in Australia - both within easy reach for most riders, and both offering unforgettable experiences on and off the track. Whether you're a seasoned kneedown addict or a curious first timer wondering what all the fuss is about, track days at Phillip Island and Broadford Raceway deliver the perfect blend of adrenaline, learning, and community.

PHILLIP ISLAND: A Bucket List Circuit for Every Rider



Phillip Island Grand Prix Circuit needs no introduction. It's one of the most iconic racetracks on the planet and a jewel of the MotoGP calendar. Sadly, this year may mark the final MotoGP event at the Island, making every visit feel even more special. For many Victorian riders - including myself - heading to Phillip Island three or four times a year has become a ritual, a must-do pilgrimage that never loses its magic.

What sets Phillip Island Ride Days apart is the professionalism and passion behind the events. The organisation is exceptional, the atmosphere is welcoming, and the camaraderie among riders and

staff is something you simply don't find anywhere else. Everyone is there for the same reason: to enjoy their bikes safely, push their limits, and share the thrill of riding one of the world's great circuits.

Structured Groups for Every Skill Level

Track days at the Island are divided into four groups, ranging from slow to fast. This structure allows riders to ease into the experience at their own pace. Firsttimers are given a dedicated welcome session that covers track rules, safety, and basic lines - an invaluable introduction that helps settle nerves and build confidence.

I ride my Panigale V2 primarily on track and recently moved into the mediumslo group. The jump from slow to mediumslo isn't about raw speed; it's about consistency, following proper lines, and maintaining smooth flow through the circuit. Phillip Island provides





a timing tracker for all riders, and organisers use this data to bump you up or down as needed. The best advice is simple: start low, ride your own pace, and let the team move you when you're ready.

Speed, Costs and What to Expect

One of the most common questions I get is about speed. I'm no expert rider - I'm still working on late braking and reducing my tendency to coast through corners - but even so, I regularly see over 240 km/h down the straight, with an exit speed of around 120 km/h through the final corner. My current lap time sits at 2:17, which means many of you will easily pass me. In other words, there's no excuse not to give it a go. Get off the couch and let your Italian beauty do what it was built for.

Costwise, a day at Phillip Island typically comes to around \$400 once you factor in admission, food, garage fees, and fuel. Trailering your bike is recommended, but not essential. If you ride to the track, consider skipping the final session - you'll be exhausted, and the ride home deserves your full attention.



Tyre wear is another consideration. I get roughly five track days out of a set of Pirellis. If you're running a dedicated track bike, budget accordingly. Tyre warmers aren't mandatory, but they're helpful if you're chasing lap times or want to preserve your rubber.

Gear Requirements and Bike Options

To ride at the Island, you'll need a full leather suit - either onepiece or a twopiece that zips together. Helmets must use a doubleD ring closure; clicklock systems aren't permitted. Many riders choose to stay under 200 km/h due to wind buffeting, so if you plan to go full throttle, invest in a windstabilised race helmet.

If you don't have a suitable bike, you can now rent Panigale V4S machines directly at Phillip Island, with BMW options still available. Keep an eye on Facebook for upcoming factory days - there are plans for Ducationly events this year, which should be spectacular.

Bookings: phillipislandridedays.com.au





BROADFORD RACEWAY: Affordable, Accessible, and Packed With Character

The second gem in Victoria's track day scene is Broadford Raceway. Roughly half the size of Phillip Island and around \$150 cheaper, Broadford is a fantastic option for riders wanting more frequent track time without the premium price tag.

A More Rustic, Rider Focused Experience

Broadford is less commercial than Phillip Island, and that's part of its charm. There's no fuel available on site, so bring extra - your fuel economy will plummet once you start pushing. Instead of dedicated garages, Broadford offers a long, barnstyle shed for parking, with plenty of seating and mains power points. Bring your tyre warmers; the shorter lap means less time to heat your tyres naturally, and warmers let you attack from the first lap.

You can also hire a range of Kawasakis at Broadford, making it a great place to learn lightweight bike dynamics or try something different.

Bookings: championsridedays.com.au



Safety, Insurance, and Choosing Your First Track

It's important to note that your bike is generally not insured on track, even if someone else causes the incident. Track riding is always at your own risk. That said, I genuinely believe it's far safer than spirited road riding. The environment is controlled, predictable, and designed for highspeed riding. You can build skills at your own pace without worrying about cars, gravel, or roadside hazards.

For newcomers, Phillip Island is the ideal starting point. The newcomer program, expert guidance, and generous runoff areas make it incredibly forgiving when you misjudge a corner or overestimate your ability. There's room to make mistakes without paying the price in skin or fairings.

Final Thoughts

Motorcycle track days in Victoria offer an unbeatable combination of excitement, learning, and community. Whether you're carving through the sweeping bends of Phillip Island or enjoying the tight, technical layout of Broadford, each circuit brings its own flavour and challenges. Both tracks will make you a better, safer, and more confident rider.

So dust off your leathers, check your tyre pressures, and come join the fun. I hope to see you out there this year - maybe I'll even be the one you're passing on the straight.



DOCV 50TH ANNIVERSARY GALA DINNER

SATURDAY 23 MAY 2026



WHERE: The Rendezvous Hotel Melbourne, in the King Edward Ballroom, 328 Flinders St, Melbourne

TIME: Pre-dinner drinks from 6:15 pm. Festivities start at 7 pm. Finishing at 11 pm.

COST: \$85 per person/\$170 per couple - drinks at bar prices.

Register at www.docv.org/events — BOOK EARLY — ONLY 100 TICKETS AVAILABLE!

It's 2026 and we're turning 50! In true Italian fashion, we're celebrating with passion, style, and loudly

To kick off our 50th birthday celebrations you are warmly invited to a Gala Club Dinner at the sumptuous **Rendezvous Hotel in Melbourne**, in the elegant and atmospheric King Edward Ballroom.

Join us as we raise a glass to five decades of red-blooded Italian-bred passion, enthusiasm, lifelong friendships, and a shared appreciation for machines that stir the soul - even when they occasionally empty the wallet.

The evening will **feature a three-course meal**, including a specially created 50th Anniversary cake, and a couple of short presentations from your passionate committee and others who at this stage shall remain nameless. These will be equal parts insightful and entertaining, with the committee doing its best to appear organised, rehearsed, and competent — just like a Ducati factory service schedule suggests.

The night is designed to be relaxed and social: a chance to reconnect with old friends, welcome new ones, and swap stories that improve slightly with each retelling. There will be no lap records, no spec sheets, and no debates about oil viscosity... unless you insist.

The Rendezvous has been selected with the same care one applies to choosing Ducati accessories. It's **close to public transport, generous car/motorcycle parking**, and a range of accommodation options — including a discounted rate at the hotel itself for those who prefer not to test their night vision on the ride home.

We'll also be in a room where you can actually hear the conversation, rather than shouting over someone passionately explaining why desmodromic valves are clearly superior (they are).

More details on the running order will follow once the committee finishes debating font choices, timing, and whether red is, in fact, faster.

For now, **book your place on www.docv.org**, mark the date, dress with a touch of Italian flair, and prepare for a night that promises to be indulgent, atmospheric, and unforgettable — much like a Ducati: beautiful, thrilling, and worth every moment... even if it occasionally demands a little extra attention!



The King Edward Ballroom





VENTURA "MISTRAL" BAGS.

Shed clean up time! Two bags which zip together, with single and double rain covers, and a short Ventura rack (note - no L-brackets, which are bike specific). Still in excellent condition despite three (I think) Tiger Hunts, a couple of Nundle's, and numerous other long rides on my Monster. Great system, never once had a bag-related issue, and zero rain leakage. Really easy on/off system, which is super secure when riding. It's good when quality gear actually does what it claims to do. The new version of the bags look to be around \$200 each, the rack around \$160, and the storm covers around \$40 each - all up around \$650 new. New bike has full panniers so these bags are no longer required. Ideal for the coming Tiger Hunt! Make an offer. Pick up in Jan Juc or Fitzroy. Geoff 0417 376 503 or g_zippel@msn.com



DIANESE TOURING SUIT.

Three-piece construction with removable Dianese D-Dry rain proof liner, and separate fleecy winter liner. Lots of vents and flaps that open for great airflow on a hot day. Done some miles but still in excellent condition. Over \$1,200 when new - perhaps worth a couple of bottles of red to someone now? Pick up in Jan Juc or Fitzroy. Geoff 0417 376 503 or g_zippel@msn.com



ALPINE STARS TECHAIR 5 AIR VEST Size XL.

After 4 inflations, it needs a bladder check and new inflation canister (last one was around \$200), and I need to stop falling over! All the inflations were low speed or stationary, mainly due to forgetting to turn it off when on dirt. If it's useful to anyone, you're welcome to it. Pick up in Jan Juc or Fitzroy. Geoff 0417 376 503 or g_zippel@msn.com



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 its 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 0431 718 555



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



1982 DUCATI 900 DARMHAH, \$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 February, March and April, 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 February meeting at the Manningham is on Tuesday the 17th hosting guest speaker Anthony of 'Bon Vivant' paint protection specialist.

Chris's Murrindindi Meander

22 FEB 2026 9:30 AM

**Leaving from Platters Cafe, 67 Main
Hurstbridge Rd, Diamond Creek**

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.

This is an easy fun enjoyable ride with a good feed.

The roads to be ridden will be well used country roads with an unsealed surface and possibly some well used forestry trails.

For any questions email grloe@aussieb.com.au

This weekend is being organised by Glenn.



Mini Turismo Unsealed Labour Day weekend

**FROM 7 MAR 2026 8:00 AM TO 9 MAR 2026
4:00 PM. Leaving from Pakenham**

This is to find out if there is any interest in running a 3 day ride over the March Long Weekend. Being same weekend as the Aussie F1 and very shortly before the Tiger Hunt there may not be much to zero interest.

If there is not enough interest for a 3 day ride, we will post single day rides over these 3 days. Keep an eye out on our facebook page and docv.org

If you are genuinely interested, please book ASAP to express your interest. Accommodation is limited to twin share. The accommodation venue will remain a mystery until you arrive.

NDR '26. 50 years as a Club, Event and Meeting

FROM 27 MAR 2026 TO 29 MAR 2026

This event is interstate in Mudgee, NSW

We here at DOCV in Victoria have just received this from our fellow club of DOCNSW.

If you would like to be a part of this in 2026 celebrating 50 years as a club. DOCNSW will be celebrating the same and have invited us to join them to celebrate our 50 years as a club as well.

Ducati Bologna, Italy will be celebrating 100 years. So its going to be a big year.

Please reach out to any committee member and discuss if you would like to be involved and play a part in next years activities.

Mini Turismo – Heyfield

FROM 25 APR 2026 8:00 AM TO 27 APR 2026 4:00 PM. Leaving from Butlers Pantry, 1090 Wellington Rd, Rowville

REGISTRATION COSTS:

- 1 Single Bunk Bed 1 night Dinner & Breakfast – \$140
- 1 Single Bunk Bed 2 night Dinner & Breakfast – \$280
- Couple Room 1 night & Dinner & Breakfast – \$275
- Couple Room 2 night & Dinner & Breakfast – \$545

**** MINI TURISMO 2026 ****

This weekend will focus around Heyfield. With rides up Licola, Dargo and Toora.

The plan for this one is for one or two nights accommodation in Heyfield. The choice is yours. You can choose just to stay Saturday night and ride home Sunday afternoon or you can stay Saturday and Sunday nights then ride home Monday.



All prices include Accommodation, Breakfast and Banquet Dinners each night. (Breakfast is an Egg & Bacon Roll and a coffee)

Remember this is not an advertised long weekend however the Saturday is Anzac Day.

I have booked out the entire hotel in Heyfield at **'The Lodge', Temple St, Heyfield**. We have created a one and two night package including banquet dinners on both nights in our pricing with an Italian themed night Saturday night in honour of our 50 years as a club in Australia. We will have the entire hotel to ourselves which includes: 2 separate lounge rooms, dining room

and our own Bar (staffed - of course). There is a secure lock up area for our motorcycles.

Saturday 25th April. Starting from Butler's in Rowville we will take a bit of wander up to Heyfield arriving approximately midday. Here we have an outdoor BBQ lunch arranged for us by Neil Cater of 'The Heyshed Motorcycle Shed' Just up the road 5 minutes from the hotel. After lunch we'll go for a run up to Licola and back or you can sit back and relax in Heyfield. Dinner will be at The Lodge. Banquet Style - Italian themed.

Sunday 26th April. It's a day up to Dargo and back and the surrounding areas with a return coming around from the southeast for those who need to return home to Melbourne that night (or for those who can only do the one night stay). For those who will be staying on for the two nights, dinner will be at The Lodge. Banquet Style - Mexican themed.

Monday 27th April. We leave the sunny acres of Heyfield and head south to Toora where we will traverse the coastline down Wilson's Promontory, Inverloch & Wonthaggi ultimately winding up in Pakenham where the tour will officially finish. However, for those who want to continue Northwest I will continue the ride up through Gembrook to Seville and onto Yarra Glen.

All Accommodation are bunk share rooms for singles with shared bathrooms.

There are 5 x couples rooms which are separate bedrooms with shared bathrooms.

Visit website for full details.

<https://www.visitheyfield.com.au/thelodgeheyfield>

In the event that all 'couples' rooms are not taken I will create a waitlist for those who would like one of these rooms. These rooms would require an extra \$40 per night should they become available to you. The waitlist will be created by who contacts me first via email advising me of this request. I can assure you that all rooms and facilities are clean and neat and very well laid out as the hotel has only recently been renovated.

Queries: Chris - captain@docv.org



Riding Etiquette

1. RIDE YOUR OWN RIDE/PACE:

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

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

Know your own limits and ride to them!

2. PETROL:

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

3. CORNER MARKING:

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

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

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

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

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

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

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

4. OVERTAKING:

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

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

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

5. FORMATION:

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

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

6. NEW MEMBERS:

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

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



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