

DESMOTO

DUCATI OWNERS CLUB of VICTORIA

Celebrating 50 years of DOCV

APRIL 2026



NEXT SOCIAL MEETING

Tuesday 21 April at The Mannigham

Please register on the club website www.docv.org



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INDICE

APRIL 2026

Official DOCV Web Site:

<https://www.docv.org>

COMMITTEE REPORTS	5
TT'26 – THE TIGER HUNT OF 2026.....	12
TIGER HUNT – 8 DAY RIDE AROUND TASSIE.....	15
TIGER HUNT 2026 – A NEWBIES EXPERIENCE.....	17
OUR HERO LORENZO	18
TT'26 DIRTY TOUR – SNEAK PEEK BY OLIVER.....	19
SUPERLEGGERA V4 CENTENARIO.....	21
DESMOTO VENDI.....	26
DOCV EVENTS	28

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: TT'26 delivered spectacular views
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!

I had the privilege of having my better half, Joan, join me on the TT'26 Dirty Tour this year. Sharing the adventure with her made an already magical experience even more memorable. Under Jeff's leadership, the Dirty Tour delivered everything we hoped for - spectacular scenery, a touch of chaos, and just enough dirt to keep things interesting. Jeff's planning was exceptional, and he somehow always managed to get us to a fuel stop just in time for my thirsty beast to have a well earned drink.

This edition of Desmoto, however, is dedicated to the Titumen Tour, expertly led by Chris -despite Mick's irresistible urge to flick into sixth and break protocol at every opportunity.

A huge thank you to everyone who contributed comments, articles, and the many professional quality photos that help bring this edition to life. Oliver provided a sneak peek overview of the Dirty Tour, which we'll cover in more detail in May's edition.

As always, our magazine thrives on the stories and creativity of our members. Whether it's a ride report, a reflection from the road, or a photo of your latest Ducati masterpiece, I'd love to include it. Send your contributions to editor@docv.org - your experiences are what keep the spirit of the DOCV roaring and our community vibrant.

Cheers

Louis



treasurer's report

Mark Dulfer



Monthly Financials for March 2026

The astute among you will notice that the February numbers have changed since the last report.

This occurred because a large number of PayPal transactions failed to import properly into our book-keeping software properly which has now been fixed.

	March 2026	February 2026
Income		
Desmoto		
Events	1,885.00	2,970.00
Memberships	4,093.94	19,394.98
Merchandise		
Other		
	5,978.94	22,364.98
Expenses		
Cost of Sales		
Desmoto	514.00	648.00
Events	9,088.91	769.72
Membership	126.07	639.59
Other	378.21	174.41
Total Expenses	10,107.19	2,231.72
Operating Profit/(Loss)	(4,128.25)	20,133.26
Cheque Account	22,287.58	24,873.53
Paypal	3,259.94	4,604.91
Debit Card	2,315.71	2,598.86
Cash reserve/Contingency	30,526.71	30,520.50
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	95,368.00	99,575.86

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



president's report

Neil Larson



Hi everyone,

I hope you're all well.

Number one thought this month – have you registered for the DOCV 50th Gala Dinner at the Rendezvous Hotel in Melbourne?

Only a month to go – it's on the 23rd of May – so register asap as there are only 100 places, and 40 have been snapped up already.

Early registration reduces stress for you, and for the hard working organising committee (including me). We will have some heartfelt and humorous speeches, some surprises to reveal, and a five piece band to let your hair down to. The dinner is in the palatial King Edward Ballroom, and based on the great time everyone had at the 40th Gala Dinner, the night will be one not to miss! Only \$85, including a three course meal. Drinks at bar prices.

We're also working on other 50th Anniversary events, including a bbq in beautiful Gembrook – keep an eye on Desmoto and the website for these.

Autumn continues with perfect riding weather, and Capitano Chris has plenty of rides lined up for you. Have you registered for the Mini Turismo at the end of April? It's based in Heyfield this year – close to many of my favourite roads. It will be a great weekend guaranteed.

Keep an eye on the website for other club rides – we used to put a list in Desmoto each month, but it was quickly out of date, so your best info source is docv.org > Events > Rides

Other club happenings – your committee is continuing the essential but boring work in renewing our insurance and safeguarding our IT systems, and we're getting back to reviewing the Grievance Procedure in the Constitution. Past President Oliver was working on this, as it was found wanting in a situation we had a few years back.

If you are a HR professional and/or have any experience with Grievance Procedures, please get in touch with me at pres@dcov.org or at a social meeting. We'd love to get some advice on this.

More interesting stuff we're working on - the 2026 member merch packs. The neckwarmer and bucket hat were loved by members last year, and this year's items will be just as useful. We will have some 50th Anniversary merch included of course! Stay tuned for updates.

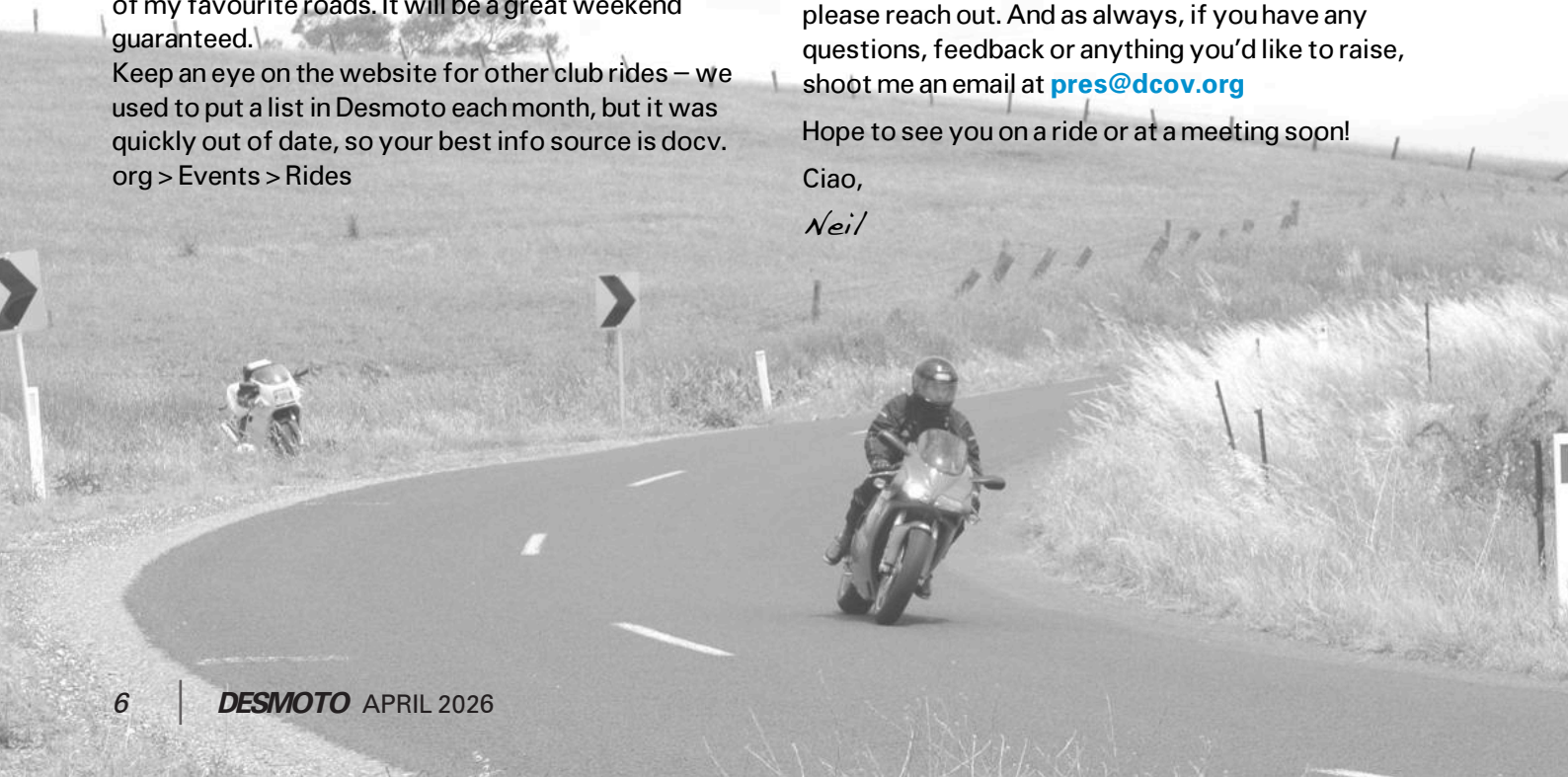
Last but not least – in this edition of Desmoto there is a call for nominations for Vice President, Treasurer and Editor.

I'm hoping the incumbents Tom, Mark and Louis are all happy in their roles, and happy to continue, but other factors can come into play, so if you're interested in being on the committee and contributing to the club, please get in touch.

If you have an idea for an 50th Anniversary event, please reach out. And as always, if you have any questions, feedback or anything you'd like to raise, shoot me an email at pres@dcov.org

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

Ciao,
Neil



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



il rapporto del capitano

Chris Williams



Then all of a sudden it was April. Feels like only yesterday I was planning our Tiger Hunt and now it's done and dusted. And what a Tiger of a tour it was. Fortunately we had pretty good weather the whole trip through with some great riding conditions every day except one. As you will read in some of our other reporters on the Tiger Hunt '26. I'll keep my report relatively short so you can read the others.

Needless to say we had very good sailing conditions with very smooth passages both ways. I actually did not feel the boat sway at all on our trip back to the mainland. Amazing. Though I have done a number of tours of Tasmania this was my first for the club. With 26 participants we had arranged for 2 groups in riding. One for sports touring and one for off road / on road touring.

With everyone gathered at the Argosy for breakfast and our briefing, we set off on day one of the adventure. The ride didn't disappoint—awesome winding roads leading up to Great Lake via Deloraine, with a refreshing 15°C in the hills.

We stopped for lunch at the Blenheim Hotel, surrounded by classic motorcycle paraphernalia—great food and even better atmosphere. The afternoon delivered more sunshine as we cruised through Scottsdale, making a well-earned stop at the Weldborough Hotel for a relaxing beverage.

From there, it was on to our accommodation at the Panorama Hotel, wrapping up an unforgettable first day on the road.

Dinner that night was a very pleasant surprise. We were treated to our own private function room, set aside just for the group, where we enjoyed a fantastic three-course buffet. Having our own private bar really topped it off—great atmosphere and excellent value. A perfect way to end another brilliant day on the tour.

Day 2 somehow topped the first, with sunshine sticking with us for most of the ride. Departing St Helens, we headed back up Scottsdale Road—this time in the opposite direction—so it felt like a whole new experience.



We wound our way through Golconda, Lebrina and Mt Direction before rolling into Beaconsfield for lunch at the Moon Lily Café. Service may have been a little slow (part of the charm of a family-run spot), but the food was absolutely worth the wait.

The afternoon delivered a brilliant run through the hills of Holywell and Selbourne, with a quick stop in Longford to rehydrate and refuel. From there, we pushed on east through Rossarden and Mangana, skirting the edge of Ben Lomond National Park.

The day looped us back to St Helens for our second night, soaking up one of the East Coast's most beautiful places to stay—an incredible way to cap off another fantastic day on the road.

Day 3 kept the momentum going as we headed down the A3, with a quick detour to tackle Elephant Pass before taking on the always incredible Lake Leake Road. It was so good, we had to do it twice—heading up to Campbell Town and back again before stopping for lunch in Swansea.

The afternoon delivered even better conditions as we cruised through Tunnack and Campania, enjoying every stretch of road. We rolled into Hobart via the foothills of Grasstree Hill and Risdon Vale, capping off another sensational day of riding.

Our accommodation for the night was the recently renovated Prince of Wales Hotel, with all rooms freshly updated—an ideal place to relax and recharge after a fantastic day.



Day 4

Day 4 threw us a bit of a curveball, with rain joining the mix. Despite only 1mm being forecast, the mist had other ideas and made for a pretty damp day in the saddle.

The morning started off promising, and I was convinced it would clear—but as we made our way up Strathgordon Road, the mist rolled in and only got heavier. By the time we reached Strathgordon, we had all our gear draped out in front of the fireplace like a full-blown Chinese laundromat!

After a quick run up to the dam for photos (especially for those who hadn't been before), we carefully made our way back down the mountain. Thankfully, we were greeted by near-sunny conditions on the return, giving us a chance to dry out and properly enjoy the ride back to the Prince of Wales.

A wet and wild day—but still an adventure to remember!

Day 5 The ride from Hobart to Tullah—now that's a day to remember.

We set off under a sun-soaked morning sky, the weather looking absolutely perfect from the start. We gathered at our rendezvous point in New Norfolk before heading west toward Tarraleah for a quick break and comfort stop.



Day 5

From there, the road carried us higher, climbing into the national park and winding our way toward Queenstown. A spontaneous detour down Mount Jukes Road led us to the shimmering shores of Lake Burbury, where we captured some fantastic shots of the bikes against the water—perfect material for the next edition of Desmoto.

With spirits high, we continued on to our destination via what would be a personal 'high' of the Lake Plimsoll Rd. Our destination the magnificent Lakeside Lodge in Tullah, where a well-earned rest awaited.



Day 5

Day 6. A day not to remember. This was to be day of doing a bit of a figure 8 around Reece Dam, Zeehan, Strahan, Queenstown and Rosebery and some extraordinary roads. Instead went straight to sad face as upon my arrival at Reece Dam I discover my rear tyre has less than 1k on it and there is still 3 good days of riding to go. Hastily and disappointingly I had to make the decision to run to Launceston for a new tyre. We soon discover that Michael on his Panigale needs a rear tyre and a front. Launceston is 3hrs and 300km away. With magnificent support in some of my closer friends in the God's. Michael and I and 4 others ride off to Launceston. A huge shoutout to Lorenzo, Graham, Wil and Fab for joining us in support for what would end up being a 6.5 hr return ride. We arrived back at Tullah that night around 8pm.

This at least gave Michael and myself the comfort of having very good rubber for the final 2 days. And again fortuitous for the next days ride was a cracker.

Day 7. With fresh rubber on board we headed straight to Hellyer gorge and that did not disappoint.

Again with clear blue skies and a temperature that would ultimately hit 20 degrees we sailed down the Roger River Rd into the Blackwater Rd into Rebecca Rd. Absolutely amazing with farmland on one side and the National park on the other this would be a nice surprise to everyone.

We emerged out the other end at Couta Rocks. Regrouping for some photos and some water we embarked on the final stint into Smithton. This proved much bumpier than it looked when I first mapped this out.

Our accommodation this night would be at the 'Tall Timbers' hotel. A rather large establishment with wings of accommodation running off the main building. As this was to be our final night I had arranged for some awards and a quiz and a bit of fun. I had had all these things sent to the hotel before we left Melbourne so it would be a surprise.

Day 8. The final day. Being the last day we took it a bit easier as the route back to Devonport would only be 320km. With a third of it being the A2 we made our way down to Burnie before turning right and headed up into the hills for a few more twisties to complete our Tiger Hunt of 2026.

12 months of planning had all paid off. It was a great tour.



On The Spirit of Tasmania.

Upcoming there are some dates to be aware of.

Sunday 12th April -

'A Darke Past ride Explore the North'

Saturday 25th - 27th April -

'Heyfield Mini Turismo'

Sunday 3rd May -

'Whittlesea the Long Way', 1/2 day ride this one.

Looking ahead, I'm keen to hear from members who might be interested in leading a ride or putting forward ideas for future club outings.

If you've ever come across a destination and thought, "That would make a great club ride," now's the time to share it. Whether you'd like to take the lead on organising a ride or simply present an idea for consideration, I'd love to hear from you.

I'm especially interested in fresh ideas—something a little different that would inspire members to get out and enjoy a unique riding experience.

Please feel free to reach out with any thoughts, suggestions, or proposals for rides or events you'd like to see the club involved in.

You can contact me at: captain@docv.org

I'm more than happy to help, assist, or coordinate any ideas you may have.

Having said that I must say that I'm really looking forward to the 50th Anniversary Gala Dinner in May. The 50th anniversary sub-committee and our own president Neil have been putting in a massive amount of work to put this event together so make sure you secure your tickets soon to support the club and more importantly have a great night with fellow members.

Finally by now you will have read that Bagnaia has signed with Aprilia for next year.

Can't say I blame him.

Bitumen side down.

Chris

NEW RIDE LEADERS

I'm keen to hear from members who might be interested in leading a ride or putting forward ideas for future club outings.

If you've ever come across a destination and thought, "That would make a great club ride," now's the time to share it.

Whether you'd like to take the lead in organising a ride or simply present an idea for consideration, I'd love to hear from you.

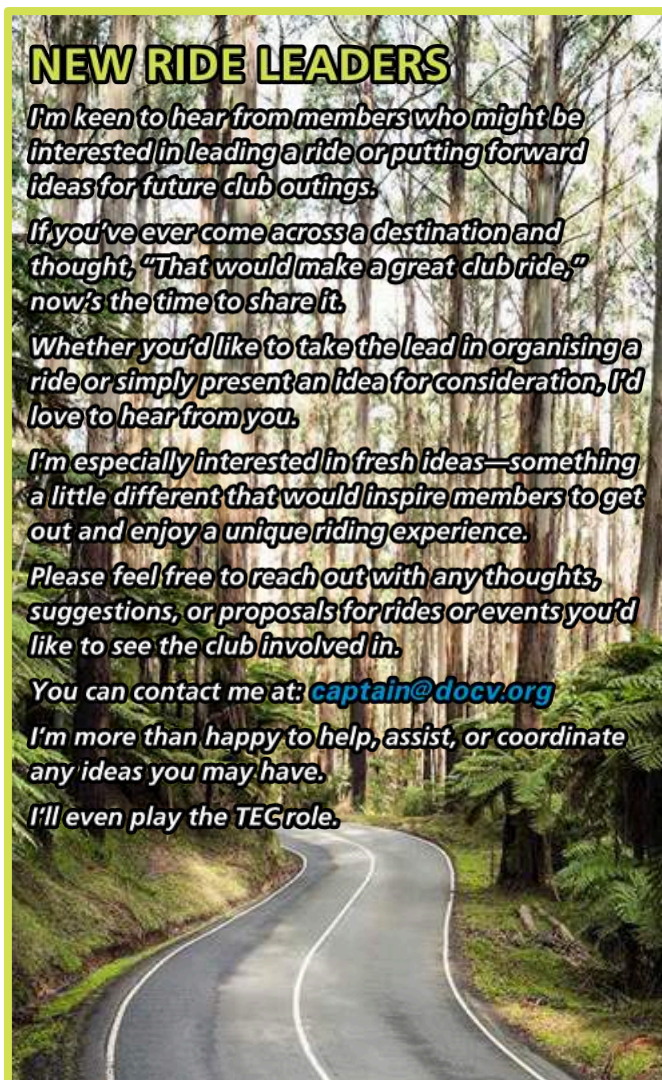
I'm especially interested in fresh ideas—something a little different that would inspire members to get out and enjoy a unique riding experience.

Please feel free to reach out with any thoughts, suggestions, or proposals for rides or events you'd like to see the club involved in.

You can contact me at: captain@docv.org

I'm more than happy to help, assist, or coordinate any ideas you may have.

I'll even play the TEG role.



DUCATI OWNERS CLUB V I C T O R I A

CALL FOR NOMINATIONS FOR COMMITTEE POSITIONS DUE AT THE AGM ON 16 JUNE 2026

Each year half of the committee positions are up for election to ensure that we have a cohesive and continuous committee.

This year the positions up for election are:

- **Vice President** – incumbent Tom Hinton
- **Treasurer** – incumbent Mark Dulfer
- **Editor** – incumbent Louis Putter

Please think about nominating for a position to ensure that your club remains vital and rewarding for members to be a part of.

If you have any questions regarding the positions up for election, or the election process, please speak to any of the committee members, including Secretary Geraint at sec@docv.org

Please email your nomination with your preferred position to sec@docv.org

Nominations close on 31 May 2026



TT'26 – The Tiger Hunt of 2026

Eight Days, 26 participants, One Unforgettable Tasmanian Adventure



A Hunt Years in the Making

The Tiger Hunt has always been one of the DOCV's most anticipated events, but TT'26 raised the bar in every possible way. Months of planning, routebuilding, accommodation wrangling, and logistics came together for a tour that delivered everything Tasmania is famous for - sweeping roads, wild weather, pristine landscapes, and the kind of camaraderie that only forms when a group of riders share a week on the road.

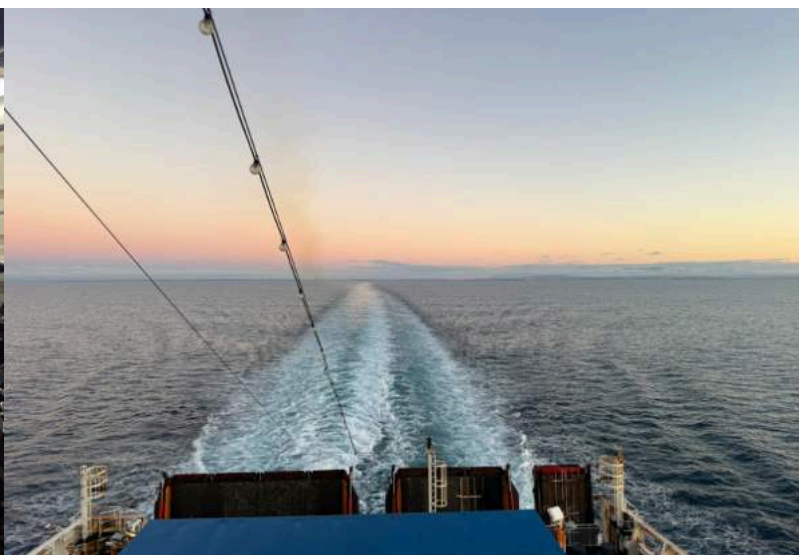
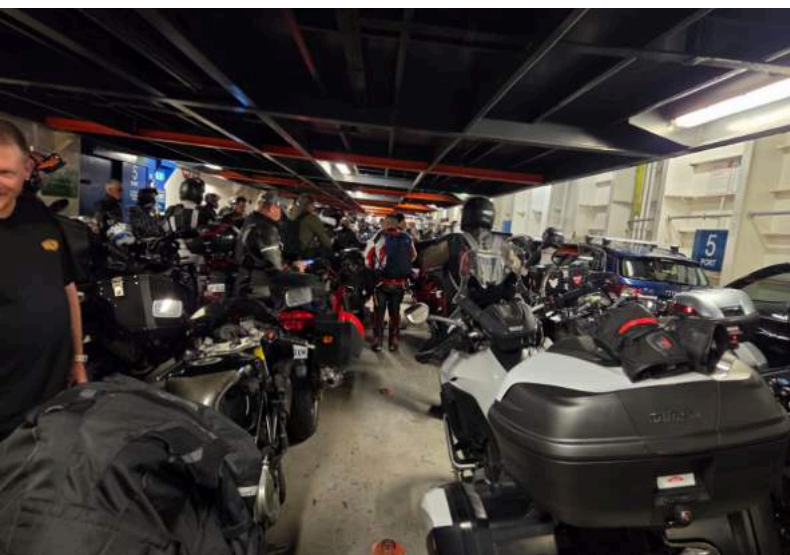
The original tour invite set the tone early:

"You will need to get yourself to our breakfast briefing at Devonport's Argosy Motor Inn by 0800 with a full tank, fresh tyres (seriously) and faith in the leadership!"

Twentysix Hunters answered the call - sports tourers, dirtcapable adventurers, pillions, and tagalongs - ready for eight days of riding across the island. With accommodation capped and twinshare turning into triplshare at Tullah, the event filled quickly.

Two parallel groups - Sports Cruisers and a Tailored Dirt/Tourist cohort - ran most days, with riders free to switch between them or peel off for their own adventures. It was flexible, wellorganised, and unmistakably DOCV.

And then, finally, it was time to sail.





The Crossing & Day 1: Into the Hills

The Spirit of Tasmania was buzzing with red bikes and redder faces as riders gathered on Level 9 for the traditional pretour catchup.

“Come on up to the Terrace Lounge... enjoy a drink and a bit of pizza.”

The next morning, the real adventure began.

Day 1: Saturday 14 March

Devonport → Great Lake → Longford → Scottsdale → St Helens

After breakfast and the rider briefing at the Argosy, the Sports Cruisers rolled out at 0930. The route wasted no time delivering the goods - Deloraine’s curves, the climb to Great Lake, and a crisp 15°C greeting in the high country.

Lunch at the Blenheim Hotel offered hearty meals and walls lined with motorcycle memorabilia. The afternoon brought sunshine, Scottsdale’s rolling roads, and a well-earned stop at the Weldborough Hotel before the final run into St Helens.

The Panorama Hotel welcomed the group with a private function room, a three-course buffet, and even a private bar. Spirits were high. The Hunt was officially underway.

Day 2: Sunday 15 March, Sunshine, Hills & East Coast Magic

St Helens → Golconda → Lebrina → Beaconsfield → Holywell → Rossarden → St Helens

If Day 1 was a warmup, Day 2 was a revelation.

The group retraced Scottsdale Road in reverse - “a whole new experience” - before winding through Golconda, Lebrina and Mt Direction. Lunch at the Moon Lily Café in Beaconsfield was slow but worth every minute.

The afternoon delivered some of the best riding of the trip: Holywell, Selbourne, Longford, Rossarden, Mangana, and the edge of Ben Lomond National Park. The loop back into St Helens capped off a near-perfect day.

Dinner plans varied - some booked early, others followed Chris to the best fish and chips in town.



Day 3: Monday 16 March, Lake Leake, Swansea & Into Hobart

St Helens → Lake Leake → Swansea → Buckland → Campania → Hobart

Lake Leake Road is a Tasmanian icon, and the group enjoyed it so much they rode it twice - up to Campbell Town and back again. Lunch in Swansea at the Artifakt Gallery & Café provided fuel for both bikes and riders.

The afternoon brought more sunshine and more twisties through Tunnack, Campania, and Richmond before the descent into Hobart via Grasstree Hill and Risdon Vale.

The Prince of Wales Hotel - freshly renovated - was the perfect base for the next two nights.

“As we enter Hobart we are likely to become separated... please make a note of the address.”

A dam ride was announced for the next morning. The Hunters were ready.

Day 4: Tuesday 17 March, The Strathgordon Soak

Hobart → Strathgordon → Hobart

The forecast promised 1mm of rain. Tasmania delivered something closer to a misty monsoon.

The ride out through New Norfolk and Bushy Park was pleasant enough, but as the group climbed Strathgordon Road, the mist thickened into a cold, soaking curtain. By the time they reached the top, the Hunters resembled a “fullblown Chinese laundromat,” with gear draped around the fireplace.

Still, the dam run was worth it - especially for firsttimers - and the return ride brought nearsunshine and a chance to dry out.

Dinner at the Ball & Chain in Salamanca capped off a wet but memorable day.



Tiger Hunt – 8 Day Ride Around Tassie

I've been a club member for about ten years, yet, embarrassingly, this was only my second official club ride. I've turned up to a couple of Fun Days, but in terms of group rides, I'm essentially still a newbie, not knowing many people and having spent most of my riding life solo. The last 18 months haven't given me much seat time, as well as losing my usual riding buddy a few years back.

For context, I've been riding for about 40 years, and this trip reminded me once again that you're never too old or too experienced to learn something from someone. There's always another perspective, another technique, and always another rider willing to share it.

What drew me to this trip was the structure: two nights in each location, with a return loop on the second day, which conveniently doubled as a rest day for anyone who needed it. The choice between the offroad "dirty" group

and the tarmac touring group also made it appealing. It meant I could ride within my limits, learn from more experienced riders, and build confidence without pressure.

It helped that there were a few other newcomers on the trip too. I think I can safely say we all felt genuinely welcomed. Everyone took the time to introduce themselves, offer tips, and share their experience.

The bikes were an entertaining mix, everything from a classic Sports Tourer to Diavels, Multis, Adventure bikes, Super Sports and even a V4 Panigale. I have to admit, the Diavels really impressed me. Naively, I'd always lumped them mentally into the "Harley like" category. Completely wrong. Once on the road, they proved the total opposite. Respect.

With up to 18 bikes in the touring group, there was always room to ride at your own pace. No

intimidation, no judgement, and no pressure to ride beyond your comfort zone. There was always someone to sit behind, someone to follow, or the option to grab a handful, depending on how you were feeling on the day. The frequent stops and the "look after each other" culture made the ride feel genuinely safe and social.

And the Tassie roads... magnificent. The closest I've found to the roads I grew up on in New Zealand: endless twisties through rolling hills, lakes, forests, mountains—and all in excellent condition. Even better when you've spent recent years riding the patchwork we call Victorian roads.

A huge credit goes to our Ride Captains, Chris and Jeff. The planning, organisation, and overall flow of the trip were spot on. Good distances each day, especially for someone who hasn't been riding much lately, and near perfect weather for the whole eight days. I'm

still not sure how they managed to organise that part.

I understand the club has somewhere north of 350 members, yet usually fewer than 15 bikes show up to organised rides. We're all busy, sure, and we're scattered across the state. I'm as guilty as anyone of sticking to my comfort zone, riding the same roads, seeing the same people (or no people). But it became obvious very quickly that the club environment is a safe one: people who just want to enjoy their bikes, share stories, admire each other's machines, and ride.

I had plenty of time to ponder last year while recovering in hospital after a stem cell transplant. And it really brought home the point: make time for the things you love.

I'll definitely be signing up for more Ducati rides..... probably just after I've checked the weather forecast! 😊

Scott – 998sFE, ST4s, 1098s, M659



Day 5: Wednesday 18 March, Queenstown, Lake Burbury & Into Tullah

Hobart → Tarraleah → Derwent Bridge → Queenstown → Lake Burbury → Tullah

With blue skies overhead, the group regrouped at New Norfolk before heading west. Tarraleah offered a quick break, and Derwent Bridge provided lunch and fuel.

A spontaneous detour down Mount Jukes Road delivered one of the trip's photographic highlights - bikes lined up against the shimmering waters of Lake Burbury.

Then came the jewel of the day: Lake Plimsoll Road, a personal favourite for many.

The day ended at the magnificent Tullah Lakeside Lodge, where the group settled in for two nights.

Day 6: Thursday 19 March, Tyres, Teamwork & a 6.5Hour Dash

Tullah → Reece Dam → Zeehan → Strahan → Queenstown → Launceston (unexpected) → Tullah

This was meant to be a figureeight loop of extraordinary roads. Instead, it became a story of teamwork and resilience.

At Reece Dam, Chris discovered his rear tyre was nearly gone - with three days still to ride. Michael's Panigale needed both a front and rear. The nearest solution? Launceston. Three hours away.

Six riders - Chris, Michael, Lorenzo, Graham, Wil and Fab - set off on a 6.5hour round trip to get fresh rubber.

"A huge shoutout... for joining us in support."

They returned to Tullah around 8pm - tired, relieved, and ready for the final two days.

Day 7: Friday 20 March, Hellyer Gorge, the Wild West & Smithton

Tullah → Hellyer Gorge → Stanley → Couta Rocks → Arthur River → Smithton

With new tyres and perfect weather, Day 7 was a triumph.

Hellyer Gorge delivered its usual magic before the group continued through Yolla, Wynyard, and on to Stanley for lunch. The afternoon run through the wild West Coast - Couta Rocks, Arthur River, and the rugged coastline - was a highlight for many.

The final night's accommodation at Tall Timbers in Smithton was ideal for the evening's festivities. Chris had preshipped awards, quiz materials, and surprises to the hotel.

It was a night of laughter, recognition, and celebration.

Day 8: Saturday 21 March, The Final Run to Devonport

Smithton → East Cam → Tewkesbury → Upper Castra → Wilmot → Devonport

The last day was intentionally relaxed - 320km of scenic riding with a mix of Aroads and twisties. The group refuelled and lunched at the Wilmot Country Store before the final run through Moina, Mersey Forest, Beulah and Railton.

By midafternoon, the Hunters rolled into Devonport for a final meal at the Elimatta Pub before boarding the Spirit for the overnight sail home.

"12 months of planning had all paid off. It was a great tour."

Reflections, Thanks & The Spirit of the Hunt

TT'26 delivered everything a Tiger Hunt should: adventure, challenge, laughter, mishaps, triumphs, and the kind of shared experience that binds a club together.

From the smoothest of sailings to the wettest of dam rides...

From perfect twisties to unexpected tyre dramas...

From private dining rooms to latenight fish and chips...

From the East Coast to the West Coast and everything in between...

It was a tour that will be remembered for years.

The WhatsApp posts, the daily briefings, the cornermarker awards, the photos, the stories, the support riders gave each other - this is what makes the DOCV special.

TT'26 wasn't just a ride.

It was a community on wheels.

A rolling celebration of Ducati passion.

A Tiger Hunt worthy of the name.



Tiger Hunt 2026 – a newbies experience



Tasmania is very welcoming to motorcyclists.

It's a destination where the scenery is spectacular, the hospitality is awesome, and the police presence takes a back seat.

And the roads... Other than 20 minutes exiting Hobart cbd on a couple of days, the islands magnificently maintained rural roads are immediately upon you.

Likewise, the DOCV members are very welcoming.

From my initial enquiry and first conversation with the club captain, it couldn't have been easier.

You see, I'm a new member. A veteran of 3 meetings, 3 rides and after only joining the club seven months ago I found myself thinking... what am I doing here?

Having recently returned to riding after purchasing my latest Ducati middle of last year, I barely knew anybody.

Am I the only newbie? As it turned out I wasn't and none of this was to be a problem.

I was welcomed by everyone, included, and rediscovered that old school comradery that isn't easy to find these days.

The itinerary and accommodation details were all shared beforehand and each days ride was discussed at each mornings informal briefing.

The format is always the same. The Ride leader, TEC (Tail End Charlie) and a spot for everybody else in between.

The 2 person corner marking system employed meant that everybody knew where we're going, all the time. No way could we possibly lose anybody, and we didn't.

What a sociable group I found.

All sharing a common interest while all being interesting and different.

Weird senses of humour abound.

Over the eight days of the tour, Tasmania's great roads never failed to deliver. Everyday we were delighted with a mixture of tight twisties, sweeping bends, long straights, open plains and up and down hills and over mountain ranges we went.

And the potholes.... To the surprise of this Victorian, there simply weren't any.

We enjoyed lodge and hotel style, twin share accommodation with great restaurants and bars at each overnight stay.

My roomie and I got along great and all I heard was the same positive remarks from everyone else regarding their allocated roommate.

A lot of fun was had for less than \$3k, and that's absolutely everything included.

As a wise man once said to me. "Women collect relationships on their journey and blokes typically collect stuff."

If you're looking for a way to meet new friends with a common interest, the DOCV might just be for you.

I'm already looking forward to seeing my fellow Tiger Hunters on the next club ride or at the next monthly meeting.

Get amongst it.

Trevor O'Connell
Ducati Multistrada V4 Rally

Footnote: Ducati Owners Club of Victoria hold their Tiger Hunt Tour of Tasmania bi-annually.





Our Hero Lorenzo

They started calling him a legend somewhere between the first breakdown and the middle of nowhere.

His name was Lorenzo. No one officially gave him the title—it just stuck. Because every time something went wrong on that wild loop around Tasmania, when tools were scarce and patience even scarcer, Lorenzo was already there... sleeves rolled, mind ticking, hands steady.

The roads had been magic, sweeping corners, cold air, that raw Tasmanian beauty but the machines were taking a beating. None more so than the red bullet itself the Ducati Panigale V4. It had been through hell already.

A slow, stubborn water pump leak had been creeping in like a bad omen. Not catastrophic, but enough to keep everyone on edge. Enough

that Lorenzo kept one eye on it at every stop, crouched beside the bike, checking, thinking, calculating.

"She'll get yah home," he'd say calmly. And somehow, I believed him.

But then came the dealership FML

After a brutal near 600 km round trip just to get fresh tyres fitted, spirits should've been high. Instead, something felt off the moment the Panigale rolled back out

It didn't take long to see it. The front wheel... was on backwards.

For a moment, there was silence. The kind of silence that sits heavy before frustration erupts. After everything the distance, the leak, the effort this?

It felt like the final insult. Like the trip itself was being tested.

"The tour ends here," I muttered to myself.

But Lorenzo just stepped forward.

No drama. No complaints. He crouched down, eyes scanning the bike like a surgeon assessing a patient that had been mishandled. 'Get her back to the lodge' he mutters.

The Tasmanian night settled in cold, quiet, lit only by whatever lights we could muster. Breath hung in the air. Fingers went numb.

"Not tonight," Lorenzo said.

That was it.

Under the pale glow of the moon, a scatter of phone flashlights and a creepy walk way night light, he got to work. Bolts loosened. Wheel removed realigned and refitted. Every movement precise, practiced. The kind of confidence that doesn't need words.

Scotty and I huddled close, watching not just because we had to, but

because it felt like witnessing something rare. This wasn't just mechanical skill. This was care. Pride. Refusal to let the story end the wrong way.

Time stretched.

Metal clicked back into place.

And then finally he stood up.

"Try it now."

The Panigale fired up, that deep, unmistakable growl cutting through the cold night. Strong. Alive. Defiant.

A grin spread across Lorenzo's face.

The red bullet wasn't done yet.

And neither were we.

Lorenzo wiped his hands, unfazed, like he hadn't just pulled the trip back from the brink.

Legends don't announce themselves.

They just show up... and keep the wheels turning.



TT'26 Dirty Tour – Sneak Peek

by Oliver



For those of you that can't wait until May for a full 'Dirty Tassie' ride report here are a couple of initial comments.

I have now dirtily done 2024 (led by Glenn) and 2026 (led Geoff Salmon) and I can highly recommend that you give it a go sometime.

This year the dirt roads were easy and mild, the weather was great and we saw some areas of Tassie that one would normally not see. Your Ed pillioned his better half on his Multi with no issues (neither the roads nor the pillion) demonstrating that it is a format available to all bikes if you don't mind them getting a bit dusty.

Our group varied from 7 to 9 and I think I can safely say all enjoyed the experience.

Jacobs ladder was in bright sunlight (all previous ascents by me on my Multi have been in mist, hail or rain!) – now I know there are some spectacular drop offs on that road!

However, I most enjoyed the opportunity to wander slowly through some primeval rain forest areas unspoilt by bitumen roads and crowds. My thanks to Geoff for an ably led interesting week and to the Ed for his TEC duties.

I will say no more – full dirty report I understand is due in the May Desmoto





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SUPERLEGGERA V4 CENTENARIO

Ducati unveils its most extreme road-legal motorcycle ever



- 500 numbered masterpieces, representing the pinnacle of Ducati's technological expertise, created to celebrate the 100th anniversary of the Borgo Panigale-based manufacturer
- The Ducati Superleggera V4 Centenario is the first road legal bike in the world to feature a braking system with carbon-ceramic discs and a fork with carbon fibre sleeves
- A carbon-fibre frame, swingarm and bodywork, combined with meticulous attention to every detail, result in a wet weight without fuel of 173 kg, which drops to 167 kg when fitted with the racing kit supplied as standard
- The Desmosedici Stradale R 1100 engine, featuring hand-tuned desmodromic valve timing, delivers 228 hp in this model, rising to 247 hp in track configuration, resulting in an unprecedented power-to-weight ratio of 1.48 hp/kg*
- The livery of the Superleggera V4 Centenario is based on the new Rosso Centenario colour, created to mark this significant anniversary and which has inspired the official 2026 MotoGP and SBK liveries

Borgo Panigale, Bologna, 26 March, 2026 –

Since its birth, Ducati has been working with one conviction: limits are not an obstacle, but a starting point. In this century of history, the Borgo Panigale-based manufacturer has created motorcycles capable of surpassing and redefining expectations, the result of passion, vision, engineering rigour and determination.

And when the motorcycle is a Superleggera, the mission is always the same: to create the motorcycle of dreams, without limits and without compromise. Not a mere exercise in style, nor a prototype, but the desire to transform freedom into engineering and performance. In its centenary year, which brings together a century of moments that have marked the history of the Borgo Panigale manufacturer, Ducati presents the most extreme road bike ever developed: the new Superleggera V4 Centenario.

Superleggera bikes are created when Ducati engineers are given total freedom. No constraints. No compromises. Just the goal of creating the road-legal super sports bike that all enthusiasts dream of. Every Superleggera pushes the technological boundaries of the motorcycle world. It brings solutions never before seen on a production bike. It opens up new avenues. It changes the rules.

The Superleggera V4 Centenario is born, in a limited edition of just 500 numbered pieces, based on the seventh generation of Ducati's Superbike, features a fully carbon-fibre chassis, and marks the debut of the first carbon-ceramic braking system and a fork with carbon-fibre stanchions ever fitted to a road-legal motorcycle. It is the first to use a fork with carbon fibre sleeves and is also the first capable of 228 horsepower, which become 247 with the racing exhaust*. The wet weight without fuel is just 173 kg,

dropping to 167 kg when fitted with the racing kit supplied as standard. Every fibre of its carbon, every titanium screw, every tiny choice is aimed at the pursuit of perfection. The closest thing to the impossible we have ever dared to create.

Ducati is the only company in the world that has produced motorcycles like this, to date. Limited edition bikes, highly sought after by connoisseurs around the world. True unicorns of motorcycling, created for those who understand that owning a Superleggera means much more than owning a motorcycle. This happened in 2013, with the first 1199 Superleggera, the first motorcycle with a magnesium alloy frame, swingarm and wheels. The limits were pushed again with the 2016 1299 Superleggera, the first to introduce a complete carbon fibre chassis. The bar was raised even further with the 2020 Panigale V4 Superleggera, the motorcycle that took aerodynamics to the extreme, and now, with the Superleggera V4 Centenario, Ducati is rewriting the rules of what is possible on a production motorcycle.

In addition to the 500 Superleggera V4 Centenario bikes, there are 100 Superleggera V4 Centenario Tricolore bikes, to further mark this historic milestone for the Borgo Panigale-based manufacturer. The livery creates a link between tradition, the present and the future, combining the vision of new technologies with the colours of tradition. The livery celebrates the legacy of the 750 F1 Endurance Racing, the last "classic" two-valve racing model and one of the most iconic and rare Ducatis of the 1980s. The Tricolore colours that once dominated the racetracks are revisited in a revamped design that combines retro charm and modernity. The result is a highly evocative livery, created for those who love the authentic spirit of past glories without sacrificing today's style and technology.

The Superleggera V4 Centenario offers the chance to make an even more incredible dream come true. Twenty-six of its owners will be given access to the MotoGP Experience^{**}: a day on the track, guided by Ducati instructors, to discover the Superleggera's performance, culminating in a breathtaking finale aboard the Desmosedici GP26. The MotoGP Experience will take place on 6 and 7 July, immediately following World Ducati Week 2026.

MotoGP-derived brakes and suspension

The Superleggera V4 Centenario is the world's first road bike equipped with carbon-ceramic brake discs approved for road use. The new Brembo discs are built around a core made of C/SiC, a carbon fibre-reinforced ceramic compound. This technology offers a unique combination of lightness, rigidity and thermal stability. The disc maintains its efficiency even at very high temperatures, ensuring consistent braking even during

extreme use, without the added weight of larger diameter and thicker metal discs.

Compared to a steel disc, the new carbon-ceramic discs offer the same level of power, but with a weight reduction of 450 grams per disc and a 40% lower moment of inertia. This reduction in inertia improves the agility of the bike, making corner entry even more natural and precise. Compared to the standard 330 mm Panigale V4 discs, the carbon-ceramic discs have the same weight but even lower inertia, thanks to a more favourable mass distribution, and, of course, offer far superior resistance to extreme track use.

The system also includes new Brembo GP4-HY monoblock boosted calipers machined from solid aluminium, with integrated cooling fins and differentiated 30 and 34 mm pistons. The calipers use an anti-drag system that completely releases the disc when the rider releases the lever, eliminating residual torque and thus improving smoothness when entering corners. The pads are specially developed to work with the carbon-ceramic surface.

The suspension also sets a new world first: the Superleggera V4 Centenario is the first road bike equipped with the pressurised Öhlins NPX 25/30 Carbon fork with carbon fibre sleeves made using unidirectional layers to achieve maximum weight savings compared to conventional production. The weight saving compared to the Panigale V4 R is 8%, rising to 10% compared to the standard Panigale V4, with a tangible improvement in direction changes and front-end sensitivity.

The fork, which is mechanical in order to minimise weight, keeps the cartridge pressurised, reducing cavitation and providing more consistent support during braking and corner entry.

At the rear, the Öhlins TTX36 GP LW shock absorber is equipped with a special steel spring for maximum lightness and MotoGP-derived valves that improve the ability to cope with small bumps and allow tool-free hydraulic adjustment. The suspension linkages, which are not adjustable, are made of titanium, again for maximum lightness. A combination that brings MotoGP suspension to enthusiasts.

Carbon fibre chassis

In the Superleggera V4 Centenario, the relentless pursuit of lightness and precision typical of high-end craftsmanship reaches one of its highest points in Ducati's history. The entire chassis is made of carbon fibre: the frame, swingarm, subframes and wheels are developed using the same technologies used in MotoGP and Formula 1. A radical, uncompromising approach that brings prototype solutions to the road.

The carbon front frame weighs 17% less than the aluminium one on the Panigale V4, offering calibrated



stiffness to improve cornering grip and the natural tendency to close the line. The swingarm is manufactured using a sacrificial mandrel process that allows for a very light monolithic structure. Compared to the aluminium component, it is 21% lighter, while maintaining equivalent lateral and torsional stiffness values to ensure maximum grip out of corners.

Every single element of the chassis has been designed for maximum lightness, with absolute determination. The five-spoke wheels are almost 300 grams lighter than those of the Panigale V4 S Carbon, the front subframe weighs 200 grams less and the rear monocoque reduces weight by 1.4 kg. The result is a weight of only 173 kg in road configuration, which drops to 167 kg when fitted with the racing kit supplied as standard.

To ensure the highest structural quality, every single carbon fibre component in each Superleggera is inspected using three different non-destructive testing methods: Transient Active Thermography, Phased Array Ultrasonics and Computed Axial Tomography. This is the same process used in the aerospace industry, and one that Ducati has employed on all Superleggera models since the 1299.

Desmosedici Stradale R 1100 Engine

The Superleggera V4 Centenario introduces a new engine: the Desmosedici Stradale R 1100, developed specifically for this project to create the most

sophisticated Superleggera ever made. The displacement increases from 998 to 1,103 cc thanks to the stroke lengthening from 48.41 mm to 53.5 mm. This modification allows for more torque and more thrust at intermediate revs, without penalising acceleration. In road Euro 5+ configuration, the engine delivers 228 hp, which becomes 247 hp when using the Akrapovic racing exhaust and Ducati Corse Performance oil*. A threshold never before reached by a production motorcycle.

The engine is 3.6 kg lighter than the 1,103 cc unit of the Panigale V4 with dry clutch. The reduction is due to the use of titanium, lighter screws and redesigned internal components to reduce rotating masses. The two-ring pistons (one ring and one scraper) use "box-in-box" technology and feature an oversized piston pin to handle the increase in power.

The cylinder heads retain the same configuration as the 998 cc Desmosedici Stradale R engine, with 34 mm titanium intake valves and 27.5 mm steel exhaust valves. All sixteen valves use titanium semi-cones, a solution typical of competition engines. The timing of the Desmodromic system is manually set and certified by a plate signed by the technician who performs the check. Craftsmanship excellence is applied to cutting-edge technology.

The crankshaft has been lightened by replacing the steel counterweights with tungsten inserts, much denser than steel. This allows the same balancing

effect to be achieved using smaller, more compact inserts, particularly when positioned in the outermost areas, i.e. at high radius, where their contribution is greatest. The result is faster revving and more immediate throttle response, while reducing stress on the bearings and mechanical components and maintaining the strength necessary to withstand the level of power achieved.

The engine breathes through oval throttle bodies measuring 56 mm, larger than the 52 mm of the Desmosedici Stradale. The trumpets are fixed to reduce weight and optimised with different lengths (20 mm on the left, 10 mm on the right) to improve flow. The upper injectors have improved atomisation thanks to the tip that brings the spray closer to the duct. The exhaust system uses titanium manifolds with an increased diameter of 41.7 mm and an approved Akrapovič silencer. The intake and exhaust ports are polished, just like on the finest racing engines.

The transmission relies on the Ducati Racing Gearbox, with neutral positioned under first gear instead of between first and second. This solution, thanks to the Ducati Neutral Lock (DNL) system, eliminates the possibility of accidentally engaging neutral and finding yourself without engine brake in the final and most delicate phase of braking, when entering corners in first gear. Furthermore, the absence of neutral between first and second gear makes shifting between these two gears faster, smoother and more repeatable than with a traditional gearbox configuration.

The chain is a DID ERV7, the same used by Superbike Factory teams, which on the Superleggera V4 Centenario works on an Ergal sprocket. This choice allows for a reduction of 0.69 kg compared to the Panigale V4 S components.

Beauty designed by the wind

On the Superleggera V4 Centenario, aesthetics and aerodynamics merge to become one. The highly efficient wings and Corner Sidepods, designed to generate downforce at high lean angles, are derived directly from the Panigale V4 R Superbike. Introduced by Ducati in MotoGP in 2021, the Corner Sidepods solution generates a 'ground effect' in the middle of the corner, ensuring a higher level of grip for the tyres and thus allowing higher speeds and therefore lower lap times.

The fairing of the Superleggera V4 Centenario is made entirely of carbon fibre, left partially exposed to highlight the purity of the material. Of course, to minimise weight, the Superleggera is enhanced with many other carbon fibre components: mudguards, tank cover, rad-duct, sprocket cover, heel guards, steering splash guards, seat base, intake duct, licence plate holder and rear bank cover.

The radiator cap, footrest plates, accessory fuel tank cap and, of course, the upper and lower steering plates are made of billet aluminium. The former is further enhanced by the lasered model number (XXX/500). The same number appears in the dedicated dashboard animation and on the titanium insert of the ignition key, reminding you of the sophistication of a limited series every time you look at it.

The GP26 Rosso Centenario livery is based on a combination of Ducati's iconic white stripes and the new matt Rosso Centenario red. A dark red, like that of its origins: from the red of the 1949 Ducati 60, the first complete motorcycle that marked Ducati's entry among motorcycle manufacturers, to that of the 1955 Gran Sport 'Marianna', the first Ducati designed for racing, signed by engineer Fabio Taglioni. It was the GP26 livery of the Superleggera V4 Centenario that inspired that of the official Desmosedici bikes of the Lenovo team.

MotoGP-derived Electronics

The electronics of the Superleggera V4 Centenario represent the pinnacle of excellence for road-approved motorcycles. The control suite is derived from that of the Panigale V4 R, recalibrated and enriched with new, latest-generation DVO strategies. The aim is to offer even more control and allow even non-professionals to experience the riding techniques of MotoGP riders.

Ducati Traction Control (DTC) DVO, Wheelie Control (DWC) DVO, Slide Control (DSC) and Ducati Power Launch (DPL) DVO offer more precise management thanks to new algorithms. Cornering ABS now includes, in addition to RaceBrake Control and Road eCBS strategies, the new Engine Brake Control DVO, which introduces the Dynamic Engine Brake (DEB) function.

The latter automatically adjusts the contribution of the engine brake by also using the rear brake, adjusting them to maximise the available grip based on the load on the rear wheel. In addition, DEB improves braking performance during corner entry by activating the rear brake even when the front brake is released, just as professional riders do. This allows even less experienced riders to take tighter lines, improving their confidence when riding.

The collectors' box of the Superleggera V4 Centenario

The Superleggera V4 Centenario is delivered in an exclusive, customised wooden case. Each motorcycle comes with a certificate of authenticity, stored in a special box, a dedicated motorcycle cover, as well as a mat and front and rear paddock stands, designed to enhance its presence.

The special equipment, that includes the racing kit for racetrack use, further confirms the uniqueness of the Superleggera V4 Centenario. Each model is equipped with the Akrapovič racing exhaust with DAVC Race Pro software and dedicated lower fairing, open clutch cover and swingarm and alternator cover protectors, all made of carbon fibre.

The case also contains a kit for removing the headlights, side stand, license plate holder and direction indicators to complete the track configuration, a racing aluminium fuel cap machined from solid, a brake lever guard, a charge maintainer and a neoprene racing seat.

The uniqueness of the Superleggera V4 Centenario is further enhanced by the opportunity, available exclusively to its owners, to complete their look with a limited-edition helmet, leather jacket and suit, featuring a colour scheme that echoes the GP26 Rosso Centenario livery.



Superleggera Centenario

Main Standard Equipment

- Desmosedici Stradale R 1100 engine, 1103 cc
- Titanium intake valves
- Hand-adjusted desmodromic valve train with nameplate and fitter's signature
- Lightweight crankshaft with tungsten inserts
- Lightweight two-ring pistons with 18 mm piston pin
- Titanium connecting rods
- Titanium engine bolts
- Maximum Power of 228 hp @ 14,500 rpm (247 hp @ 14,750 rpm with racing exhaust)
- Maximum Torque of 117.6 Nm @ 10,500 rpm (126.3 @ 12,500 with racing exhaust)
- Wet weight without fuel: 173 kg (167 kg with racing exhaust)
- Ducati Racing Gearbox with Ducati Neutral Lock
- STM Revclutch
- Carbon fibre front frame
- Carbon fibre rear frame
- Carbon fibre double-sided swingarm
- Öhlins NPX25/30 Carbon pressurised fork with carbon fibre outer tubes and billet fork bottoms
- Öhlins TTX36 GP LW shock absorber with lightweight special steel spring
- Dedicated carbon fibre wheels
- Brembraking system with Hyction 340 mm carbon-ceramic discs and GP4-HY billet monoblock calipers
- Latest-generation electronics package with 6D IMU: four-level cornering ABS; Ducati Traction Control (DTC) DVO; Ducati Wheelie Control (DWC) DVO; Ducati Slide Control; Ducati Power Launch (DPL) DVO; Ducati Quick Shift (DQS) 2.0; Engine Brake Control (EBC) DV with Dynamic Engine Brake (DEB) strategy.
- Akrapovic racing exhaust with DAVC software and dedicated calibration ** Dedicated lower fairing **
- Open carbon fibre clutch cover **
- Swingarm protectors
- Alternator cover protector
- Headlight, side stand, number plate holder and indicators removal kit ** Machined aluminium racing fuel cap **
- Brake lever guard
- Battery charger
- Neoprene racing seat
- Dedicated wooden crate
- Dedicated paddock stands, mat and motorcycle cover

*** Components not approved for road use



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



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 0411 461146

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 0431 718 555



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, Surfex 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 April and May, 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 April meeting at the Manningham is on Tuesday the 21st.

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 ******

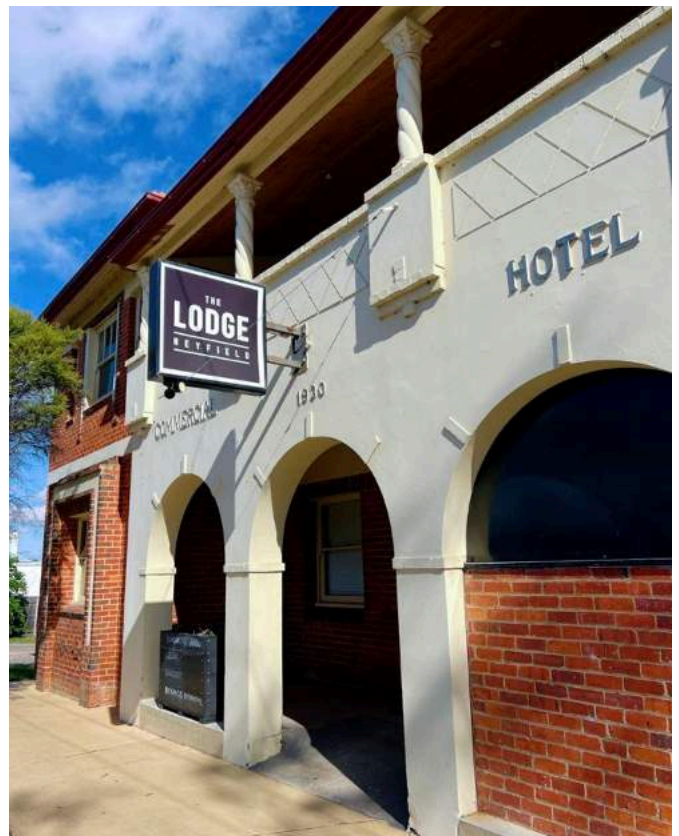
This weekend will focus around Heyfield. With rides up Licola, Dargo and Toora.

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

Whittlesea – The Long Way (1/2 day ride)

3 MAY 2026 FROM 10:30 AM - 1:00 PM

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

This is just short ride starting at Platter's Cafe, Diamond Creek and finishing in Whittlesea for a late lunch at the 'Lady Sevin' cafe.

We'll do a bit of a loop from Diamond Creek to Kinglake, round through Healesville and Toolangi, the Myers Ck Rd, back to Kinglake and down to Whittlesea for lunch.

Total of 100kms, we won't even have to refuel!

Stands up 10:30 from Platter's Cafe, Diamond Ck.

You'll be home for the afternoon.

Difficulty/ease of ride: Very Easy

Time estimate – hours on the bike: 2 hours

Distance covered: 100kms total



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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