

DESMOTO

eNewsletter



MAY 2026









NEXT SOCIAL MEETING
Tuesday 19th May at The Mannigham
Please register on the club website www.docv.org

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

Front cover: TT'26 Dirty Tour - Jacob's ladder

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 week to go – it's on the 23rd of May – so register asap as there are only 100 places, and 80 have been snapped up already. Details on the special 50th Anniversary page on the website: <https://docv.org/event-6562293>

We've had many emails from members and ex-members who can't make it to the Gala Dinner, but who would love to catch up, so we're planning a ride/drive to Garry's place in Gembrook for a bbq lunch in Spring. Keep an eye out in Desmoto and on the website for details.

It's May already which means we have to prepare for June – get the winter gear out, and ... prepare for the AGM.

In this edition of Desmoto you will see the call for nominations for Vice President, Treasurer and Editor. Tom (Vice Pres) and Mark (Treas) are happy to continue (thanks guys!) but Louis has to step down from the Editor role to focus on his busy business and family.

The Editor role is one that is interesting and enjoyable – I've done it twice for a cumulative 8 years, and really enjoyed being able to focus on the parts of the Ducati universe I found interesting, and to poke about in member's garages looking at their bikes and paraphernalia. You will be surprised many doors it opens!

It's also a job that can be done remotely, and is now easier as we have 6 glossy Desmotos year (rather than 11), with newsletters in between. We're looking at making the newsletter a simple email that the Secretary collates, so the Desmoto Editor only has to concentrate on 6 issues in February, April, June, August, October, December.

If you're interested in being on the committee and contributing to the club, please get in touch.

Mini Turismo bliss! I was fortunate to be able to take the Monday off to do the whole 3 days of the recent Mini Turismo, although Captain Chris had designed the weekend so you could do it on just the Saturday and Sunday – which happened to be the days of perfect weather! On Saturday we rode to Licola and back, and on Sunday, Dargo and back – which proved my premise that the Dargo Road is infinitely superior to the Licola Road, but you should ride both to judge yourself ;)

The roads were great, company awesome, and the accommodation simple but comfortable. We had the whole of the former Commercial Hotel to ourselves. Bliss! The banquet meals on Saturday nights were fun and delicious, plus egg and bacon rolls for breakfast, MotoGp on the big screen. I'm sure this will be an annual event!

Rides are quieting down for winter, but I'll be making the most of those that are scheduled while there is a dip in fuel prices. \$2 per litre is worth it for my mental health ;)

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@docv.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



editoriale

Louis Putter



Hello fellow Ducatisti

As mentioned in last month's edition, I had the privilege of sharing the TT'26 Dirty Tour with my better half, Joan. This month's issue is dedicated to that adventure. Under Jeff's expert leadership, the Dirty Tour delivered everything we could have hoped for - spectacular scenery, a dash of chaos, and just enough dirt to keep things lively. His planning was exceptional, and he somehow always managed to time our fuel stops perfectly for my thirsty beast to enjoy a well-earned drink.

The now-annual Mini Turismo was another great success, and you'll find Mark's writeup in this edition - well worth the read. Congratulations and many thanks to Chris for arranging yet another exceptional event for the club.

A huge thank you to everyone who contributed comments, articles, and the many professional-quality photos that bring these pages to life.

As always, Desmoto 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 feature 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



| | April 2026 | March 2026 |
|--------------------------|------------|------------|
| Income | | |
| Desmoto | | |
| Events | 3,360.00 | 1,885.00 |
| Memberships | 685.02 | 4,093.94 |
| Merchandise | | |
| Other | 6.27 | |
| | 4,051.29 | 5,978.94 |
| Expenses | | |
| Cost of Sales | | |
| Desmoto | 558.00 | 514.00 |
| Events | 597.57 | 9,088.91 |
| Membership | 22.57 | 126.07 |
| Other | 114.18 | 378.21 |
| Total Expenses | 1,292.32 | 10,107.19 |
| Operating Profit/(Loss) | 2,758.97 | (4,128.25) |
| Cheque Account | 20,009.58 | 22,287.58 |
| Paypal | 3,239.14 | 3,259.94 |
| Debit Card | 3,965.38 | 2,315.71 |
| Cash reserve/Contingency | 30,532.98 | 30,526.71 |
| Term Deposit 2 /DOC | 16,622.08 | 16,622.08 |
| Term Deposit 3 /50th Ann | 17,041.71 | 16,610.43 |
| Trade Debtors | | |
| Other Assets | 3,745.55 | 3,745.55 |
| Net Assets | 95,156.42 | 95,368.00 |

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.

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?



DOCV EVENTS



**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 June and July, 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 May meeting at the Manningham is on Tuesday the 19th.

Whittlesea The Long way (1/2 day ride)

17 MAY 2026, 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 Ck 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: 2hours

Distance covered: 100kms total

DOCV OWNERS CLUB VICTORIA

NOTICE OF DOCV AGM 2026

The Annual General meeting for the DOCV will be held at 8:00 pm on Tuesday the 16th of June 2026, at the Manningham Hotel, Bulleen.

The business of the AGM is to:

- (a) Confirm the minutes of the previous annual general meeting of 17 June 2025, and
- (b) to receive and consider:
 - (i) the annual report of the Committee on the activities of the Association during the preceding Financial Year to 28 February 2026; and
 - (ii) the financial statements of the Association for the preceding Financial Year submitted by the Committee under Part 7 of the Act; and
- (c) to elect the members of the Committee under rule 48.

The committee positions up for election this year are:

- Vice President
- Treasurer
- Editor

The Club is calling for nominations for the 3 positions up for election. Nominations close at 8 am on 31 May.

The elections will be held in an online format as in 2025.

Voting will open at 9 am on 31 May 2026 and close at 8:00 pm on 16 June 2026.

Vote by logging into www.docv.org and clicking on AGM JUNE 2026 on the top banner menu.

All voting will take place via the DOCV website and will be finalized on the night of the AGM.

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



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Some of the rules, some of the time

A weekend of following the rules ... mostly



Saturday

We started at Butler’s Pantry in Rowville obeying the first injunction of the weekend (dutifully parking at the Western end of the car park). Eighteen Ducatis (including one guest Triumph). We nearly achieved a second compliance obligation (stands up at 09:30).

The run out to Heyfield was fine, followed by a BBQ at the “Heyshed” (part motorcycling accessory shop, part mini-museum, part ice-cream parlour) with stern instructions: “one burger and two sausages each” (or was it the other way round?).

Lunch was followed by an afternoon run up to Licola on the C486 (ancient Intel anyone?) and back. A first for me and a couple of others. *I pulled in immediately behind Chris, with a couple of bikes already parked up.* Subsequently observing to Neil – el- Presidente – I thought the road was pretty good, I got a “it’s not a patch on Dargo” retort.



Licola

Sunday

Sunday was Dargo day. And it kicked off with a ‘lecture’ on how we’d been following the corner-marking rules wrong all along. Apparently, it’s two riders in line (and in within shouting distance) before the corner (unless it’s an oddity or a roundabout).

Anyhow, off to Stockdale and onto Beverleys Road. I don’t know who Beverley was, but I reckon she was a fan of bends and wildlife – and there was too many of one of the above. What’s that ‘rule’ about only at dawn and dusk?



Licola



Dargo

A pitstop at the (in)famous DOCV bus stop shelter and thence to the C601. 53 glorious kilometres of well-finished, picturesque, varied twists and turns to Dargo. Neil wasn't wrong about the road. So good, we rode it twice (not much choice really). Faster on the way back? Maybe.

Lunch in Stratford was so-so (but after that road, I reckon no one cared)

A trip on the accursed A1 down to Sale and past a police car stopped on the hard shoulder with flashing lights having already snagged a victim. Later that night it became apparent that at least one DOCV member didn't know the rule about slowing to 40km/h passing flashing lights.

A few non-descript but harmless flat, straight, roads took us to the Woodside Beach Hotel. In the car park I discovered I'd gained a passenger. A bee was sufficiently distressed at a few so-so roads (or my riding style?) that it stung my wrist before departing.

A replay of the Moto GP sprint race was on the big screen that night back in the Heyfield Lodge.



Some of the audience must have known the race so well they watched it through closed eyes. Well it was almost nine at night and there was a good fire burning in the hearth.

Monday

Demonstrating DOCV folk aren't obsessed with always traveling by bike, half a dozen of us braved the haze and chill of downtown Heyfield to go for an 0700 walk out to the old Heyfield horse racing track. A while back, they moved the track to Stratfield because it kept flooding.



Another place less suited to horse (power) was the C483 / C484 into the Tarra Valley. A narrow single-track, complete with moss on the surface, damp in parts and bark-strewn variable surface wasn't everyone's favourite. It was much better on the way out (which made it worthwhile in my view). Seemingly endless left-rights strung together with Chris leading the pack a little slower than on other occasions (a front tyre on its way out may have been the culprit?).

Lunch at Foster and a local stopped to tell me how he was envious. Apparently his 1198 is in for a service. Not having been ridden for a while due to an altercation involving him, two cars and a fallen tree. As a rule, I don't talk to strangers, but his heart was in the right place even if many of his teeth didn't appear to be.. and he did have a big red van with the rego plate DUC8TI.

The ride back from Pakenham on the dull M1 was straight-line penance for all the fun that had gone before. But at least I got full value from the edges of my rear tyre earlier in the trip.

Thanks again to Chris (and the various TECs) for putting together a great Mini Turismo. As a rule, he does run them very well.

PS (or is that missing a couple of letters?): One of the advantages of being ride leader is that you can pull the whole phalanx of riders to the side of the road in the middle of nowhere should there be a pressing need ... (yes that happened)

TT'26 Dirty Tour

Introduction & Day One

This year's Tiger Hunt was split into two groups: a bitumen tour and a medium paced sightseeing offroad tour led by Jeff. The split was roughly 60/40 bitumen to gravel, but the real story is how seamlessly the terrain blended. Every turn revealed something new – a surprise, a vista, a moment where riders simply shook their heads inside their helmets and muttered, "Tasmania... you've done it again."



Day One – Sideling, St Mary's, Weldborough & Jacob's Ladder

The opening day set the tone with a mix of iconic Tasmanian bitumen and a dirt highlight that riders will be talking about for years.

The group carved through the Sideling, descended the sweeping curves of St Mary's Pass, and wound their way over Weldborough Pass. But the jewel of the day – the moment that stamped TT'26 as something special – was the ascent of Jacob's Ladder into Ben Lomond National Park.

The switchbacks, the elevation, the raw dolerite cliffs towering above – it was a pilgrimage every adventure rider should make at least once. The Dirty Tour riders reached the top grinning like kids who'd just gotten away with something.



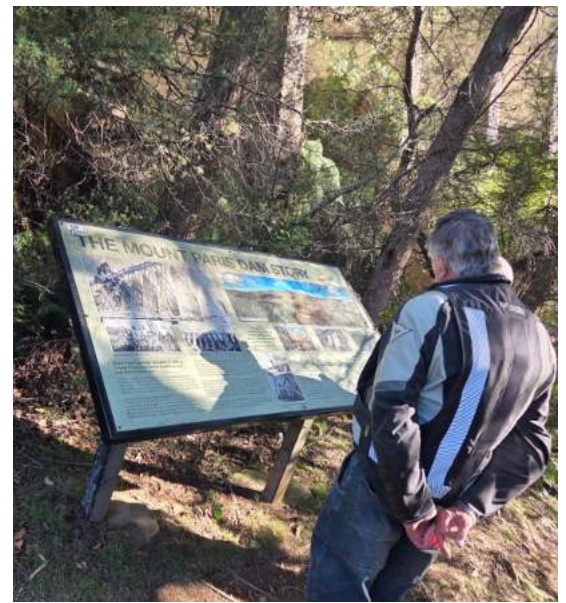
15 March: Bay of Fires, Musselroe Bay & the Back Door to St Helens

The day began with a 9:15 departure, tanks full and spirits high. The route promised a blend of coastal beauty, remote tracks, and a few surprises.

Bay of Fires & Mt William National Park. The morning run traced the edges of the Bay of Fires Conservation Area, where white sand and turquoise water framed the ride. From there, the group pushed north into Mt William National Park, visiting the stoic Eddystone Lighthouse before continuing to Musselroe Bay.

Gladstone (Maybe) & the Paris Dam Loop. The afternoon meandered toward Branxholm and Weldborough, including a scenic diversion via Paris Dam.

A well-earned refresher at the Pub in the Paddock capped off the inland section before the group slipped back into St Helens “via the back door,” completing a 270 km day that felt like three rides in one.



Ben Lomond's South Face, Lake Leake, Hobart & the LightDirt Day 16 March – The Big One: 310 km of Classic Tassie Dirt

The next day demanded an 8:45 start and a fully prepped bike: topped tanks, checked chains, tweaked tyres. At 310 km, it was the longest of the early tour days.

The group left the bitumen at Scamander, rejoined at St Marys, and then tackled the beloved Rossarden detour, where the south face of Ben Lomond loomed like a fortress.

From Royal George near Avoca, a dirt alternative carried riders all the way to Little Swanport, bypassing the highway and offering a remote, rewarding run. Lunch at Lake Leake Tavern broke the day in half before the group continued through Orford and finally into Hobart.



17 March – The “Rest Day” That Wasn’t

Jeff’s idea of a rest day was a 365 km epic to Scotts Peak Dam. Tall mountain forests in the Styx Valley, the mysterious HEC road, and the sweeping bitumen of Strathgordon Road made it a highlight for those who saddled up.

18 March – Light Dirt, Big Views

Departing from Tony and Friends Café in Risdon Vale, the day was intentionally lighter on dirt. A short unsealed section between Elderslie and Hamilton, and another between Tarraleah and Bronte Park, broke up what was otherwise a premium bitumen day.

Fuel at Brighton, sweeping roads, and crisp mountain air made it a relaxed but satisfying leg of the tour.





**West Coast, Tarkine, The Nut & the Final Run
19 March – Queenstown, Strahan & Trial Harbour**

The Dirty Tour retraced its path to Queenstown before looping through Strahan, Zeehan, and Rosebery. The offroad highlights were Macquarie Heads and Trial Harbour, two rugged coastal gems.

Add in Murchison Dam, scenic lookouts, and the atmospheric Spray Tunnel, and the day's 270 km felt rich and varied.





20 March – The West Coast Explorer

Friday delivered one of the most anticipated rides: the West Coast Explorer north from Corinna.

After fuelling at Waratah, the group descended into the wild. A latemorning lunch at Corinna marked the last civilisation before plunging into the unknown.

The highlights were pure Tarkine magic: Sumac Lookout, the flowing sealed curves of Rapid River Road, the surreal Trowutta Arch, and finally the welcoming bar at Tall Timbers.





21 March – The Nut, Dip Falls & Boat Harbour

The final day began with fuel at Smithton and a quick run to the local lookout before rolling into Stanley for a chairlift ascent of The Nut.

The dirt came in the second half of the morning, including Dip Falls near Mawbanna – also known for the alleged last sighting of a wild thylacine.

Lunch at Boat Harbour delivered coastal perfection before the group finished the day on quiet, rolling bitumen south of Ulverstone.

With sunshine and 23 degrees, it was the perfect finale.



The TT'26 Dirty Tour showcased Tasmania at its finest: rugged, remote, unpredictable, and endlessly rewarding. Jeff's leadership, the group's spirit, and the island's landscapes combined to create a tour that will be remembered as one of the greats.

Tiger Hunt Unsealed 2026

By Peter Shearman



This was my seventh official DOCV Tiger Hunt.

The event started way back in 2013, and followed in 2014, the then biennial pilgrimage to Van Diemen's Land has been a popular club week-long event for 13 years.

In previous years, the capacity field of around 38 bikes was filled within 24 hours of release by the organiser. The days of filled capacity fields appears to be over however around 28 hunters took part in this year's event.

Gary Elphinstone, an expat Taswegian, organised the first few Tiger Hunts and then Geoff Salmon took over organising up to 2024's event.

This year Club Captain Chris Williams took over the reins of an event that starts in planning shortly after the previous hunt is completed.

Personal organisation starts 12 months prior with early bookings on the Spirit of Tasmania garnering the cheapest prices. You won't get much change out of \$600 to take your bike return with a shared cabin on the boat.

It also pays to book your accommodation well in advance also. The event organiser puts a hold on a number of rooms at each overnight venue and it's up to you to pair up with a buddy to share a room booking and take the sting out of the total accommodation costs for the event.

In past years we have stayed at different venues most nights however having to pack up each day can be tiresome. This year there were two-night stops planned at St Helen's, Hobart and Tullah with a single night at Smithton. This gave a chance to leave the gear at the accommodation for several of the day's rides.

The accommodation this year was top notch with the upgraded Prince of Wales Hotel in Hobart holding its own against the Panorama Hotel in St Helen's, The Tullah Lakeside Lodge and the Tall Timbers Resort in Smithton.

The Tour started life as a pure bitumen event but over the last few years saw some options available to riders who wanted something different. A few years back we had some couples who wanted to do a less demanding and slower tour taking in some of the normal tourist locations around the Island.

Last year 'Goat Track' Glenn took a few riders on some more advanced off bitumen roads that, from reports, were quite testing at times! Fortunately they had a 4x4 RAM support vehicle along as back-up!

This year, with Chris handling the main organisation, and some hunters willing to go off the bitumen to see more of the Island, Geoff Salmon decided to put together a Tiger Hunt Unsealed package. This was a daily option that could be chosen on each morning depending on your personal preference.

As I had done the pure bitumen event a number of times, and given that a group of us had done some dirt riding last year on a trip to the Flinders Ranges, I decided to tag along with Geoff's group on all but one day.

Hunters are reminded most strongly by the organisers to ensure that you have new or very near new tires fitted before the event. The road surfaces in Tasmania are quite aggressive on tires especially if higher speeds and warmer temperatures are thrown in. Almost every tour someone decides to ignore this warning at their peril. Tires are normally only available





in Launceston and Hobart during the week and the range is not as great as here in Melbourne. This year a couple of riders had to make a mercy dash from Tullah to Launceston for tires returning in the dark dodging the prolific wildlife.

First timers on the tour soon get used to the large number of road kill strewn about the roads around Tasmania. The smell at first overpowering, becomes used to after a couple of days. Another warning from organisers advises not to ride over road kill. Small broken bits of bone can puncture your tire requiring delaying roadside repairs.

Geoff's unsealed tour probably comprised around 35% dirt roads but let us visit some amazing places. A mix of adventure bikes, most fitted with 70/30 tires found the riding fairly easy. On some days bikes with road tires joined us and had no problems.

Day one took in the bitumen Sideling, St Mary's Pass and Weldborough Pass with the dirt highlight being the amazing switchback Jacob's ladder road up to Ben Lomond National Park.

Day two took in The Bay of Fires coast, Anson's Bay, Eddystone Lighthouse, and the famous Weldborough Hotel.

Day three saw the mainly bitumen Rossarden loop, Royal Gorge, Lake Leak Hotel and a detour at Orford taking in Spring Beach and Marion Bay on the way to Hobart.

Day four was an optional rest day however most of the Bitumen riders headed out to the Gordon Dam. Geoff and a couple of unsealed riders detoured to Scotts Peak Dam on the dirt. Both these groups had a little rain but in Hobart my solo loop ride through Snug and Cygnet remained dry.

Day five saw the long haul from Hobart over the mountains to the West coast and Queenstown. The unsealed group checked out Repulse Dam, Wayatinah, the wooden hydro pipe, Laughing Jack Dam, and the bitumen Mt Arrowsmith and Lake Plimsoll roads.

Day six saw our group tour to Murchison Dam, Lake Plimsoll road (in reverse), Spion Kopje lookout, Strahan, Ocean Beach, Macquarie Heads, and Trial Harbour.

Day seven was a big dirt day. Travelling North on the bitumen to Waratah Falls and Savage River we then hit dirt on the way to Corinna for a quick pre-packed early lunch. We then headed north on the West Coast Explorer Road through the Arthur Pieman Conservation Area before re-joining the bitumen for the Tarkine Drive, with a dirt detour to the Trowutta Arch.

The final day for us was a short stop at Stanley taking the chairlift up 'The Nut'. Then some dirt through forests including a ford crossing which everyone completed successfully. Dip Falls, Sister's Beach, and Table Cape Lighthouse were visited but time constraints saw us miss a quick punt down Hellyer Gorge and Gunn's Plains.

Back in Devonport waiting for the boat saw stories exchanged between the groups.

Overall the weather was exceptional. Days 1 & 2 saw high 20 degrees and aside from Strathgordon, all day rides were dry.

The camaraderie of the groups at each overnight stop was what the Hunt is famous for.

Thanks to Chris for an excellent first up Tour organisation and to Geoff for organising a daily alternative that is sure to be repeated in 2028.



A beginner's journey to getting dirty in Tasmania

By Mark Dulfer



Friday before the TTH arrives. I've taken the day off work to pootle around home and get ready. New tyres, new chain, new brake pads. The bike is all set to go. Throw a few clothes and odds and ends in the panniers and I'm set to go too. I'm excited to be heading back to Tasmania for another lap of the island. The last Tiger Hunt was the first time I've been to Tasmania on a motorbike and I'm keen for more. Chris has mapped out a route taking in the best roads, and I'm looking forward to having another crack at them. Off the boat on Saturday morning, and it's around to the Argosy for breakfast. After eating, I had a quick chat to Oliver and Geoff and made a snap decision to go dirty for the day. What? No. I have road tyres and no idea what I'm doing off the black stuff. Oh well, no time like the present to learn something new. That was the start of a whole new adventure for me.

A quick bit of background. I started riding on the roads at 18 and didn't even own a car until I was in my 30's. For all 10's of thousands of kilometres done over the years though, I never went off-road. Other than fanging the cousin's chook-chaser around their farm at 14 my entire off-road experience, in all practical terms, is limited to whatever roadworks I've had to go

through over the years. Riding off-road wasn't even on my radar. All the mates I used to knock around with rode on the bitumen. The highlight of day 1 however, was a ride up Jacob's Ladder and if that was something I wanted to see then I had to go off-road.

A lot of DOCV members probably don't even think about it anymore, but for a newbie the whole concept of the bike constantly moving around underneath you takes some getting used to. On the bitumen, when I tip into or accelerate out of a corner, or even just crack open the throttle on the straight bits I know what to expect. I know what it feels like, I know how the bike is going to behave. Unless I'm pushing hard, it doesn't take a lot of mental energy. Off-road though, I have no idea. Even on the straight bits the bike moves around underneath you. When I tip into a corner, I have no idea how hard I can go and everything feels weird. Is the front end going to wash out underneath me? Is the back end going to lose traction and step out? Am I going to get caught in that little channel and be forced up a path I don't want? I know none of these things and have to try and work it out on the go. It all feels different, and a lot more mental energy is expended over the course of the day.





I have a few things going in my favour though. Everyone in the dirty group is patient and the ride itself is pretty chill. There are also enough experienced riders in the group to give me some basics without overloading my brain. My roommate for the tour also has plenty of off-road experience and was happy to help out (big shout-out to David Grice). Geoff had also mapped out a route which might have been challenging for me, but in reality it was pretty tame stuff.

I did plenty of experimenting along the way. Always trying to be careful, but also trying to get a feel for how the bike behaves on an unpredictable surface. The Multistrada is a big, heavy bike for someone like me to be learning on but with a bit of care I feel like I learnt a lot and each day I made more progress and felt more comfortable with what was going on. For me, the biggest challenge was moving around on the bike as well as letting the bike move around underneath me. As a general rule, I'm not one who moves around on the bike very much. Learning to move my body and keep my centre of gravity where I wanted was, for me, the biggest mental challenge. I had to make a conscious

decision to put weight where I wanted it – it's not a natural thing for me. That and slow, tight down-hill corners.

I hit the point which every beginner does, where over-confidence could have been an issue so had to keep that in mind for the second half of the tour. It would have been very easy to think I'm better than I really am and over-cook it so was trying to be very conscious of that and keep myself rubber-side down. The last thing I wanted to do was bin it because of being too confident. I do think though that I can now call myself a novice rather than a complete newbie!

I had the wrong boots, pegs, tyres and a poor choice of bike to learn on. My pegs are too narrow for standing on comfortably, road boots have softer soles which just deformed over the narrow pegs and made for sore feet at the end of the day, the bike is big and heavy. The road tyres ended up not really being an issue. Being new they had plenty of tread which helped reduce the chance of punctures and the roads were good enough that the lack of any real off-road capability didn't matter. But you know what? None of that mattered. I had an absolute blast of a time and am very glad I did the dirty tour. I am a little in awe of Louis who did all the same roads on the same bike and tyres but also had a pillion on the back. For a spur-of-the-moment decision at the start of the Tiger Hunt, this was a pretty good one.

The gravel roads all led to something worth seeing or went through something worth seeing so there was always a point to why we were on each road. I've now seen a few things in Tasmania that you can't visit without getting off the bitumen. Massive thanks to Geoff for mapping out a route like this that was also accessible enough for people like me to enjoy.

My next challenge is working out how to squeeze another bike in the garage, one that is more suited to off-road riding. In the meantime, I'm sure to do some more exploration off the bitumen now that I've got a bit of a taste for it.





Motorcycles in Bus Lanes – trial results Stakeholder Pack A Win for Victorian Riders

After several years of evaluation, consultation, and onroad experience, the Victorian Government has confirmed what many of us already knew from the saddle: allowing motorcycles into select bus lanes makes riding safer, smoother, and more predictable - especially during peak hour.

The Department of Transport and Planning (DTP) has now made permanent the access granted during the longrunning trial that began in July 2019. As the pack notes, *“motorcyclists can now permanently use bus lanes along Victoria Parade... and the Eastern Freeway... with the Hoddle Street southbound bus lane remaining available as it has since 2019.”*

This is a meaningful step forward for rider safety and mobility in Melbourne.

What the Evaluation Found

The trial wasn't just observational - it was a full assessment of crash trends, travel times, network performance, and community sentiment. According to the evaluation:

- *“Most motorcycle riders used the routes more often as a result of being able to use the bus lane and using the bus lane made them feel more confident.”*
- Riders reported feeling safer during peak periods.
- Travel times improved for motorcyclists using the bus lanes.

- There was *“no evidence of any adverse safety impacts to motorcyclists or other road users.”*
- Bus services were unaffected.

For a city that continues to grow - and a riding community that remains overrepresented in road trauma - these findings matter. They reinforce what many of us experience daily: predictable lane behaviour and reduced congestion hotspots make for safer riding.

Where Motorcycles Are Now Permitted

Motorcyclists can now permanently use:

- **Victoria Parade** between Hoddle Street and Nicholson Street (both directions)
- **Eastern Freeway** west of Chandler Highway and east of Hoddle Street (westbound)
- **Hoddle Street southbound bus lane**, which has been permanent since 2019

These corridors are some of Melbourne's busiest commuter routes. Having access to the bus lanes gives riders more space, better visibility, and fewer interactions with unpredictable traffic patterns.

Why This Matters for Rider Safety

The pack emphasises that *“the Victorian Government is focused on making our roads safer for all motorcycle riders.”*

Motorcyclists remain disproportionately represented in serious injuries and fatalities. Projects like this - funded through the Motorcycle Safety Levy - are designed to address that imbalance. Over the past decade, more than \$100 million has been invested in rider-focused safety initiatives, including infrastructure upgrades, intelligent transport systems, education, and policy development.

This decision is one of the clearest examples of levy funds being used in a way that directly improves the day-to-day riding experience.

Will More Bus Lanes Open to Motorcycles?

Possibly - but not automatically.

Future expansion will be considered *“on a casebycase basis, providing that the locations meet the identified criteria and satisfy safety and operational requirements.”*

In other words: the door is open, but each site must prove it can safely accommodate motorcycles without compromising bus operations.

What This Means for DOCV Members

For many of us who commute into the city or navigate these corridors on the way to rides, this is a practical improvement we'll feel immediately. More space, more predictability, and fewer interactions with congested traffic all contribute to a safer and more enjoyable ride.

It's also a reminder that rider feedback matters. The pack explicitly thanks the community: *“Thank you for sharing your experience, your feedback helps us make decisions...”*

Our voices - collectively - help shape policy.

As always, stay visible, stay predictable, and enjoy the extra breathing room on these busy routes.

New Members

Welcome

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

- **Mark Gibson**
- **Eric Lamb**
- **Simon O'Brien**
- **Domenico Rubino**
- **Damien Loverso**
- **Alan Gomez**
- **Darren Hynd**
- **Matthew Lazzaro**
- **Cosimo Raffaele**
- **Daniel Seaman**

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 – ALAN GOMEZ

Alan joined us earlier this year and gave us a glimpse into his Ducati passion. Your ride is looking fantastic, Alan - great photo. Hope to see you on many of our club rides.



Occupation? *Disability Support Worker*

What suburb do you live in? *Bundoora*

What bike(s) do you have? *Hypermotard 950SP*

What was your first bike? *Honda Shadow 750*

What is your dream bike? *Diavel RS*

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

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



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