

DESMOTO

DUCATI OWNERS **CLUB** of VICTORIA

Celebrating 50 years of DOCV

JUNE 2026



NEXT SOCIAL MEETING

Tuesday 16 June at The Mannigham

Please register on the club website www.docv.org

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1976 - 2026



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Like to contribute to Desmoto?

It's easy – just email the Editor with your article or photos or whatever you think other DOCV members would be interested in. Photos are best sent in .jpg format separate of the article (ie. don't embed them in the Word doc). Bigger pics are better than small ones. All contributions will be very gratefully received.

The email address for the Desmoto editor is:
editor@docv.org







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

Cover: Life members at 50th Anniversary Dinner
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, Neil Larson.

General Meeting and Social Night held at:

The Pavillion Room,
The Manningham,
1 Thompsons Road Bulleen.

Third Tuesday of every month (except Jan):

7.00pm - social catch up and grab a bite to eat; 8.00pm - meeting starts.

Disclaimer: Technical articles and comments printed in this magazine are the result of contributions from members. As such, the views expressed do not necessarily reflect those of the Ducati Owners Club of Victoria Inc. (DOCV) The material contained in this magazine is in the nature of general comment only, and is not advice on any particular matter. The DOCV editorship and contributing authors do not accept any responsibility for the consequences of any action taken, or omitted to be taken, by any person whether as a member or not, as a consequence of anything contained in, or omitted from, this magazine. Itinerary dates and times are subject to last minute variation.

Magazine assembly by Peter Cusworth, Ph 0409 797 023 pcusworth53@gmail.com

editoriale

Louis Putter



Hello fellow Ducatisti!

Welcome to a very special edition of Desmoto, celebrating the 50th Anniversary of the DOCV. Reaching half a century is no small achievement, and it's only fitting that we pause to acknowledge the enormous effort behind the scenes. My sincere thanks go to the 50th Anniversary SubCommittee, whose dedication, planning, and countless volunteer hours have shaped an unforgettable milestone year for the club. Their work has ensured that our history is honoured, our members are celebrated, and our future remains bright.

As we look ahead, a quick reminder that the DOCV Annual General Meeting will be held on June 16th. This is your opportunity to help shape the club's next chapter - so please take the time to nominate, participate, and vote, especially for the role of Editor - this edition will be my last.

It has been a privilege to serve as Editor of Desmoto, to help tell the stories of our members, and to contribute to the legacy of a club I care deeply about. Thank you for your support, your submissions, your photos, and your enthusiasm. Desmoto thrives because of you.

Cheers

Louis

Acknowledgments

Desmoto would not be possible without contributions from our members, partners and other various sources, who have put a lot of their time and effort into making this edition informative and a good read. This edition features much appreciated contributions by (in no particular order):

Neil, Geoff, Louis, Mark, Chris and more. Plus the DOCV committee, various YouTubers and content creators.

Thanks to everybody!

treasurer's report

Mark Dulfer



Monthly Financials for May 2026

Two significant expenses in May reduced our overall position: the 50th Anniversary Gala dinner and the 2026 Member Packs. We budgeted for both events, and the costs remained within expectations.

	May 2026	April 2026
Income		
Desmoto		
Events	1,025.00	3,360.00
Memberships	479.51	685.02
Merchandise		
Other		6.27
	1,504.51	4,051.29
Expenses		
Cost of Sales		
Desmoto	396.00	558.00
Events	8,065.45	597.57
Membership	16,079.53	22.57
Other	2,103.84	114.18
Total Expenses	26,644.82	1,292.32
Operating Profit/(Loss)	(25,140.31)	2,758.97
Cheque Account	1,816.09	20,009.58
Paypal	2,535.48	3,239.14
Debit Card	3,965.38	3,965.38
Cash reserve/Contingency	23,540.52	30,532.98
Term Deposit 2 /DOC	16,861.12	16,622.08
Term Deposit 3 /50th Ann	17,041.71	17,041.71
Trade Debtors		
Other Assets	3,745.55	3,745.55
Net Assets	69,505.85	95,156.42

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 – what a time we had at the DOCV 50th Gala Dinner at the Rendezvous Hotel in Melbourne! What a blast! Great people, great food and drink, and many catch-ups with old friends. Wonderful. And no hangover the next day – too busy talking (and dancing) to drink too much ;)

Huge thanks to the 50th Anniversary Planning committee:

Kathie van Vugt for assisting with the communications with the Hotel, and for wrangling the guest list and seating layout, for the place and name tags, and the media wall!

Moira Stewart for suggesting the Rendezvous as a potential venue, and for keeping us on the straight and narrow

Garry Elphinstone for digging out the post 2016 photos from Desmoto, providing guidance form the 40th Anniversary, and blowing up balloons for the media wall, and for a thought provoking introductory speech.

Fab Ramunni for organising the custom baked cake and for closing comments that brought many of us close to tears.

and **Duncan Richardson** for venue research, merch support, thoughtful input, and for organizing a navigation rally later in the year.

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 June already which means we have to prepare for less than sparkling riding weather – get the winter gear out, and ... to prepare for the AGM.

You will have seen 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.

Catch up at a social meeting at the Manningham or email me: pres@docv.org

It's not a 50th Anniversary event, but we have a Pre-Ride safety checks and bike maintenance course on the 12th of July at Machine Alley in Collingwood: <https://www.machinealley.com.au/>

Your instructor will be long time club member, A-grade motorcycle mechanic, ex 996 racer and all-round good guy Sandy Ellul. Sandy is the owner of City Edge Motorcycles in Williamstown, and has been around bikes and particularly Ducatis as long as anyone can remember. Club Pres Neil and Spares Officer Daryl will also be there to assist and to cook the bbq lunch. This is specifically for those who don't know a lot about bike maintenance – if you can change your oil and filter then it's not for you. But if you're puzzled by all of that stuff, but would like to be more confident, it will be the gateway drug you need. Don't blame us if you develop a tool fetish afterwards ;)

Club Captain Chris has a few rides for us over winter – check out the Events page and “do yourself a favour” by joining your first club ride. Even when it's cold it's better than being at home pulling out weeds. Even with fuel at the price it is – riding is cheap mental health goodness!

And of course, 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



New Members

Welcome

Four new members joined the DOCV over the past month.

- Ben Deriu (returning member)
- Rob Pesch
- Bernhard Walther
- Bertie Weitkamp

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

Bertie Weitkamp joined us earlier this year and gave us a glimpse into his love for his Multistrada. There is a growing number of Multistrada riders in the club, what a fantastic motorcycle. Hope to see you on many of our club rides.



What bike(s) do you have? *

2018 Multistrada

What was your first bike? *

Honda CB 450

Your favourite road to ride in Victoria?

So far the GOR

il rapporto del capitano

Chris Williams



How quick it goes from hot to cold. For it feels like it was only last week we were in the balmy warmth's of 20 - 22 degrees. Actually we were. I have noticed over the past few years that riding conditions in April and May are quite accommodating. Where I used to wind up riding as Easter approached, I now look at April and May for some still decent riding conditions.

A classic example was out Mini Turismo Heyfield. What an exceptional weekend we had. We ultimately comprised of 18 members attending with only 3 unable to ride all 3 days. I was quite impressed and happy with the construction of the tour. With options of 2 or 3 days riding and with the first day option of riding 1/2 day or full day. Our first day was to simply ride to Heyfield (the long way) approximately 2.5hrs. Upon our arrival we checked into what would be our home for the next 2 and a bit days. The Lodge - Heyfield. Magnificent. Run by our hosts George and Michelle and assistant Zac they looked after us with exceptional quality. Wanting to attend to all our requirements in a freshly refurbished hotel of yesteryear. Our accommodation was first class with full bar service being available upon our arrival we had full access to the entire property with dining room for evening festivities we also had our own lounge room where George had made arrangements for us to watch MotoGP that evening after dinner. Speaking of which, dinner was Italian style complete with an assortment of pasta's, antipasto and tiramisu to finish.

However, prior to that I had already made arrangements for a BBQ lunch just up the road at the Heyfield 'Heyshed' run by motorcycle entrepreneur Neil Cater who quite a collection of motorcycle memorabilia of which he had been collecting for quite

some time now. Neil had made arrangements with a close friend of his 'John' to play chef and 'turn the sausages and burgers'. Neil's Heyshed is a converted petrol station with the garage now serving as a mini museum of motorcycle antiquities. The driveway where once bowlers once sat were now furnished with outdoor tables and chairs for dining.

After lunch I gave everyone the option of sitting in the afternoon sunshine and just soaking up the Heyfield serenity or go for a quick run up to Licola.

So now we are all going for a ride to Licola. Turns out no one can resist twists and turns of the road to Licola though we all agreed it ended up being a bit bumpier and in need of a little repair than I last remembered. Still a good time was had by all and now with all of our bikes all locked away safely on the property of our accommodation we settled in for the evening of fine wine, Italian cuisine and a little Motorsport on the big screen.

The next day, Sunday, would offer the usual array Motorcycle challenges with a Ducati that was not keen on starting to ride leader (myself) having a rather disappointing encounter with a pademelon on the road to Dargo. As with all encounters like this it all happened so quickly. One minute I'm just enjoying the countryside going past and next minute I have no left side foot peg. Upon further inspection turns out there was slight fairing damage, a bent gear lever and slight radiator frame damage. This would later turn into an insurance claim of \$8k - \$10k. Unfortunately for me we had only just begun on our second day of which we were yet to arrive in Dargo and I had some better roads planned for the next 2 days. Fortunately for me I was in good company and with the assistance of many in





particular President Neil for the loan of his passenger foot peg to replace my completely missing foot peg and to Peter Varalla for his lateral thinking on how to fix a foot peg that did not align with what was available to affix said peg. Nothing that wire, gaffer tape and tie downs (about 20 of them) wouldn't sort. So, from here until I got back to Melbourne I trod very gingerly on the left hand side, thus not a lot of lean on the left hand side.

Still the weather was fine and we would ultimately wind our way down to Woodside for a tasty beverage at the Woodside hotel. From here I managed to find a few twisty roads to place us back in Heyfield that afternoon. Though sunny the temperature had dropped a little and upon our arrival George and Michelle had a nice fire going in the lounge room. Again settling in for the evening we were embraced with a Mexican banquet of tortillas, fish taco's and churros.

George, Michelle and Zac provided an exceptional experience for us ensuring everyone was well fed and made to feel very comfortable. After dinner there would be table tennis competitions.

Day 3. Monday started off sunny and fresh as we embraced the Tarra Bulga National park however it soon turned grey and cold. Making a beeline for Foster we would lunch and promptly head for home straight up the South Gippsland highway.

All in all, it was a quality weekend and we will do this one again.

3 weeks later I would host one of my shortest ride's ever. 100km to be exact. Born out of member feedback for some shorter rides this ride would start at 10:30 and finish with lunch in Whittlesea 2hrs later. The highlight

of this ride for me would be that I was able to lead this ride on brand new Multistrada V2S. This was a very nice ride. Taller than my usual ride, as you all know, it was very nimble with exhilarating acceleration. Running a Termignoni exhaust it had a lovely burble to it up and down change in gears. To me it was a very pleasant surprise and a bike worth considering if the XDiaavel ever stopped ticking my boxes.

Another pleasant surprise was our 50th anniversary gala dinner. I almost didn't recognise some people all dressed up in their glad rags. Dinner was superb, the service was first class - a big shoutout to the staff of The Rendezvous and the company was excellent. Having our usual table with proximity we all had a great night. With some sterling speakers of DOCV past like founding member Mr Robinson and more specifically the acknowledgment and recognition of our current president Mr Neil Larson. Without whom this club should be very grateful. Made me feel very honoured to be a part of prestigious and respectful community.

Looking down the road hopefully you've had time to sign up for my quick little overnighed to Traralgon. It's sort of in place of the Brass Monkey but I feel it is losing its appeal. I believe it was fun many years ago but now it's just to dam cold. Anyway we'll see how we go. But if it's raining.....

Looking further afield we are hoping to get another track day going with Joe Rascal Ducati Melbourne and the Ducati experience. This hopefully will be around October November. We will publish details once all has been formalised. Otherwise it's cold and it's tax time.

Very dull time of year. Uughh

Bitumen side down.... *Chris*



THE DOCV ONLINE STORE IS NOW LIVE!

We are very pleased to announce that you can now order custom DOCV merch from our online store. Huge thanks to our merch supplier Forza Italia for hosting the website and for providing the logistics to make this happen!


You can choose from two bright new 50th Anniversary logos, the Modello Eccelente logo, the classic Timing Cover logo, the "Band" logo and the 1980s fuel tank logo.

So, go to <https://forzaitalia.com.au/pages/docv> and design a t-shirt, cap, polo, vest or jacket!


We'll look forward to seeing you in your new merch at a meeting or on a ride soon!

DOCV 80S RED


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\$13.99




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\$13.99




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DOCV 80S RED - MENS SOFTSHELL VEST - BLACK





DOCV 80S RED - WOMENS SOFTSHELL JACKET - BLACK





CHOOSE YOUR DESIGN























PS: the online store is operated by Forza Italia on behalf of the club.

Any enquiries to Forza Italia:

Carlton store:

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DUCATI OWNERS CLUB V I C T O R I A

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

Ducati unveils Collezione 100: ten contemporary icons celebrate 100 years of Ducati history

- Ten significant moments in Ducati's history have inspired ten unique motorcycles, produced in a numbered series limited to just one hundred units each
- Technology, design, art: each motorcycle features unique components which, together with its livery, make it a one-of-a-kind icon, accompanied by two works of art
- Owners of each model will be able to complete the "Collezione 100" experience with a helmet and jacket in the same livery as the motorcycle
- The two DesmosediciGP bikes of the Ducati Lenovo team will race with a special livery that combines those of the Collezione 100 into a single design



Scarperia (Florence, Italy), 28 May 2026

The Mugello circuit, where the Desmosedici MotoGP bikes have written numerous unforgettable pages in Ducati's racing history, is the setting for the presentation of the **Collezione 100**. Ten liveries, ten numbered editions, all strictly limited to just 100 units each. True contemporary icons created to mark the centenary of the Borgo Panigale-based manufacturer.

Each model is made unique by a special specification: a livery inspired by an iconic motorcycle from Ducati's history, Alcantara or leather seats with an embroidered Ducati logo, and premium technical details such as Centenario Bronze brake calipers. This colour is exclusive to this collection and is also used for the fuel cap crown, and for the plate bearing the model number riveted onto the steering head or the billeted triple clamps. Various mechanical components on each bike feature an exclusive colour scheme that complements the historic livery. The dry clutch, a first for V2 models*, completes the authenticity of this historic collection.

Each bike comes with a dedicated rear stand, finished in the same colours as the livery, a bike cover and a certificate of authenticity. And of course, as with all Ducati collector's bikes, the experience of getting on the bike is made even more special by the dashboard featuring a dedicated ignition ceremony. Each owner

of the Collezione 100 Collection can complete their look with a helmet and a technical jacket in a limited edition, characterized by a colour scheme that reflects that of the motorbike.**

The Collezione 100 represents yet another link between Ducati and the art world. Ugo Nespolo, a leading figure in Italian art of the late 20th century and a passionate Ducati enthusiast, has enthusiastically joined this project. Each model in the 100 Collection will be accompanied by a pair of numbered art prints bearing the same serial number as the motorcycle and signed by Nespolo himself, who has interpreted every model in the 100 Collection and the historic motorcycle that inspired its livery in his own unmistakable, colourful and dynamic style.

The result is a collection of true gems: unique, unmistakable and full of character.

The presentation took place on the legendary straight of the Tuscan circuit where, for the first time in MotoGP history, Ducati staged a vernissage. A veritable art gallery trail, where Nespolo's works welcomed guests, accompanying them on a journey culminating in the unveiling of the ten motorcycles of the 100 Collection.

During the event, Marc Marquez and Pecco Bagnaia unveiled the Lenovo team's bikes, featuring a special livery for the Mugello race. The design combines historic Ducati logos with dynamic geometric

patterns, bringing together the ten graphics from the 100 Collection bikes on the fairing. The details celebrating the centenary and the dates 1926–2026 feature glitter, evoking the historic 750 Imola Desmo, whilst on the front fairing the modern graphics contrast with an oval number plate and vintage-style font.

Several Ducati partners have drawn inspiration to create products dedicated to the Borgo Panigale manufacturer's centenary. The Collezione 100 has in fact inspired a series of four rucksacks created by Piquadro, unveiled during the event. Carrera, the official sponsor of the Ducati Lenovo team, has instead presented the Anniversary Edition sunglasses, produced in a numbered series limited to 500 pieces.

The next opportunity for the public to see the **Collezione 100** in person will be at **World Ducati Week**, where they can be admired in a space reserved for all Ducatisti on 3, 4 and 5 July.

Subsequently, the ten motorcycles will embark on a journey that will take them to the Goodwood Festival of Speed, a world-class event and a must-attend for car and motorbike enthusiasts. Finally, the 100 Collection will return to Bologna, where it will be proudly displayed in various museums across the region.

Panigale V4 S 100 (750 Imola Desmo – 1972)

The livery of the **Panigale V4 S 100** is inspired by the graphics of the bike that won the first edition of the Imola 200 Miles race in 1972 with riders Paul Smart and Bruno Spaggiari.

The 750 Imola Desmo was developed based on the 750 GT, Ducati's first twin-cylinder road bike. The bike conceptually took the mechanical basis of the 750 GT, but used the desmodromic distribution system, not featured on the GT, and had the bodywork of the 500 GP, which was instead created for racing in the premier class. The characteristic "glittery" silver colour, which harked back to the science fiction aesthetic so popular at the time, had already been used in production by Ducati for the 250 and 350 Desmo single-cylinder bikes, later applied to the 500 GP and then to the 750 Imola Desmo.

The victory at Imola represented an unexpected and triumphant moment for the Borgo Panigale manufacturer, which defeated Giacomo Agostini and his MV Agusta. The echo of the Imola triumph by riders Paul Smart and Bruno Spaggiari brought Ducati enormous popularity, so much so that, by popular demand, the following year, in 1973, the 750 Supersport Desmo was built, the first twin-cylinder desmodromic road bike built by the Borgo Panigale manufacturer.

The Panigale V4 S 100 is enhanced by an Alcantara seat with an embroidered Ducati 100 logo, wings, mudguards and engine and exhaust covers in premium carbon fibre, and features the name and serial number on a Centenary Bronze plate riveted to the billet aluminium triple clamp. The dry clutch and titanium and carbon fibre Akrapovič exhaust also make the Panigale V4 S 100's sound unique. The standard equipment includes mirror and license plate removal kits, an open clutch cover and a Centenary Bronze billet aluminium fuel tank cap, all designed for track use.

Panigale V2 S 100 (750 Super Sport Desmo – 1975)



The livery of the **Panigale V2 S 100** is inspired by the graphics of the 750 Super Sport Desmo ridden by Franco Uncini in the 1975 Italian Championship, which he won. The bike was managed by the team founded by Bruno Spaggiari.

At the end of 1973, Ducati decided to entrust the team management to Bruno Spaggiari, a former racer and founder of his own team. Spaggiari was supported by the Bologna-based manufacturer to compete in the Italian Championship for production-based motorcycles with the powerful 750 Super Sport Desmo, a bike highly appreciated by the discerning public.

The yellow livery recalled the road-going 750 Sport models and was combined with details in a distinctive brown/burgundy colour that was used at the time on inboard marine engines assembled in the Borgo Panigale factory.

The Panigale V2 S 100 is enhanced by an Alcantara seat with an embroidered Ducati 100 logo, billet sports handlebars, a steering damper and the name and serial number on a Centenary Bronze plate riveted to the billet triple clamp. Furthermore, this Panigale V2 is the first model in the new Ducati V2 family to feature a dry clutch, developed specifically for this model, making the engine particularly compact. The standard

equipment also includes mirror and license plate removal kits, an open clutch cover and a Centenary Bronze-coloured billet aluminium fuel cap crown, all designed for track use.

Streetfighter V4 S 100 (Ducati 900 Sport Desmo Darmah – 1979)



The livery of the **Streetfighter V4 S 100** is inspired by the graphics of the 1979 900 Sport Desmo Darmah.

In the 1970s and 1980s, black and gold graphics were extremely fashionable in the world of motorsports, and Ducati was no exception. Specifically, it applied this colour scheme to the 900 Sport Desmo Darmah, essentially a Streetfighter before its time.

In Italy, there was also a strong fascination with exotic countries, a fascination that translated, in Borgo Panigale, into purely fictional names like Darmah, or details such as the distinctive tiger head depicted on the side panels of the 900 Sport Desmo Darmah. The head is a highly distinctive graphic element, also echoed in the undertail of the Streetfighter V4 Collezione 100 and in the matching helmet and jacket.

The Streetfighter V4 S 100 is enhanced by an Alcantara seat with embroidered Ducati 100 logo, a rear mudguard, engine cover, and exhaust in premium carbon fibre, a dry clutch and the name and serial number on a distinctive Centenary Bronze plate on the billet aluminium triple clamp. The standard equipment includes mirror and license plate removal kits, an open clutch cover and a Centenary Bronze billet aluminium fuel cap crown, all designed for track use.

Monster 100 (Monster S4Rs Tricolore – 2008)

The tricolour livery of the **Monster 100** is inspired by the graphics of the 2008 Monster S4Rs Tricolore.

The Monster S4Rs Tricolore effectively represented a sort of final edition for the first generation Monster, the one Ducati produced from 5 March 1993 until 2008,

becoming one of the most recognizable and iconic models not only for the Borgo Panigale manufacturer but for the motorcycle world in general.

The Monster 100 is made unique by its dry clutch, complete with a carbon fibre cover supplied with the package, and by the Alcantara seat with embroidered Ducati 100 logo, the windshield and the seat cover kit that give it a single-seater look. The Centenary Bronze plate with the name and serial number of the model is riveted to the billet steering clamps. The colour is also used on the fuel tank cap ring and brake calipers, as is the case with all the bikes in the 100 collection.

XDiavel V4 100 (750 Super Sport “California Hot Rod” – 1977)



The livery of the **XDiavel V4 100** is inspired by the graphics of the special 750 Super Sport called the “California Hot Rod,” the bike on which Cook Neilson made Ducati history by winning at Daytona in 1977. The event was of great significance as it was the first time an Italian motorcycle had won a production-derived race in the United States, an event that significantly increased Ducati's popularity and sales overseas.

In the mid-1970s, Ducati's visibility in the United States was essentially limited to just one model, the Scrambler, a quasi-off-roader imported by the Berliner brothers, but things changed in 1977 thanks to Cook Neilson's memorable triumph on the Daytona oval track.

The XDiavel V4 100 is made unique, even in the 100 collection, by the leather seat with embroidered Ducati 100 logo and the central section of the handlebar machined from solid with the name and serial number on a riveted plate in Centenary Bronze finish—high-quality mechanical details. The dry clutch makes the riding experience even more personal. Standard equipment includes a leather passenger seat, Centenary Bronze fuel cap ring and open clutch cover, the latter not approved for road use.

Diavel V4 RS 100 (900 Replica – 1979)



The livery of the **Diavel V4 RS 100** is inspired by the graphics of the 1979 road-going 900 Replica, one of the most iconic motorcycles in Ducati's history.

Following Ducati's incredible victory at the 1978 Tourist Trophy, the Borgo Panigale manufacturer began the production of a series of motorcycles evoking the livery of the 900 that won on the Isle of Man. Thus was born the 900 Replica, the first road-going replica of a Ducati racing bike, which immediately became one of the most highly coveted items among Ducati enthusiasts.

The distinctive green and red livery with white stripes, which mirrored the colour scheme of the victorious bike at the Tourist Trophy, also represents the very first example of an "almost" Italian-style livery, a colour scheme that Ducati would later apply to some of its sportiest and most exclusive models in the years to come.

The 900 Replica was one of Ducati's most successful models, produced for five years until its discontinuation at the end of 1984.

The Diavel V4 RS 100 is based on the Diavel V4 RS, equipped with a Desmosedici Stradale engine. This model is enhanced by an Alcantara seat with an embroidered Ducati 100 logo, a machined-from-solid handlebar centre with the name and serial number on a Centenary Bronze riveted plate, and a fuel cap rim in the same high-quality finish. Standard equipment includes an Alcantara passenger seat, a machined-from-solid fuel cap and an open clutch cover, the latter of which are not approved for road use.

Multistrada V4 RS 100 (500 SL Pantah – 1979)

The livery of the **Multistrada V4 RS 100** is inspired by the graphics of the 500 SL Pantah from 1979, a year that saw major technical innovations at Ducati aimed at modernizing and updating the motorcycles produced in Borgo Panigale.



One new model to arrive that year was the 500 SL Pantah, the first Ducati equipped with a trellis frame—albeit very different to the trellis that has distinguished the brand for almost fifty years—and the Pantah engine, which did away with the bevel gears used since the Gran Sport Marianna (1955).

The bike, which boasts the typical boxy design of early 1980s motorcycles and a livery featuring the logo designed for Ducati by car designer Giorgetto Giugiaro, was appreciated for its ease of riding and light weight. Since the Multistrada V4 RS 100 was developed on the technical base of the top-of-the-range Multistrada V4 RS, featuring the Desmosedici Stradale engine, the livery also features the Desmo logo on the tail fairing.

The Multistrada V4 RS 100 features an Alcantara seat with an embroidered Ducati 100 logo, and the name and serial number on a Centenary Bronze plate attached to the handlebar clamps and the billet aluminium triple clamp. The standard equipment includes a Centenary Bronze fuel cap ring and a carbon fibre open clutch cover, both of which are not approved for road use.

Scrambler 100 (250 Scrambler – 1962)

The livery of the **Scrambler 100** is inspired by the graphics of the 1962 250 Scrambler, the first version of the Ducati Scrambler, produced exclusively for the US market.

The origins of the Scrambler are closely linked to the figure of its first American importer, Joe Berliner, the man who strongly desired a new model to sell stateside. Ducati was enjoying the media success of Monetti and Tartarini's 1957 round-the-world tour, and the hype surrounding that venture also reached America, raising the profile of the Bologna-based brand, which until then had been virtually unknown.

Berliner requested an off-road dirt track bike from Ducati, a concept that hadn't previously been

envisaged in Borgo Panigale, but which actually came into being with the 250 Scrambler in 1962.

The technical base of the Scrambler 100 is the Scrambler Nightshift, enhanced by an Alcantara seat with an embroidered Ducati 100 logo and a Centenary Bronze finish plate with the model's name and serial number, riveted to the billet steering clamps. The billet fuel cap, with a Centenary Bronze ring, is also included.

Hypermotard V2 SP 100 (Ducati 860 "24 Horas de Montjuïc" – 1975)

The livery of the **Hypermotard V2 SP 100** is inspired by the 860 "24 Horas de Montjuïc".

After winning the 1972 Imola 200, Ducati management believed that the right path to restoring the brand's popularity was through production-derived racing bikes, competing particularly in endurance races.

To this end, Ducati needed to expand its twin-cylinder range with a larger displacement engine than the classic 750, capable of withstanding the stress of long endurance races such as the Bol D'Or and the 24 Horas de Montjuïc, a race which the Borgo Panigale manufacturer won on several occasions.

The Ducati 860 made its winning debut in 1973 with the prototype of the Ducati 860 Desmo, which would later become the road-going Ducati 900 Super Sport. In 1975, riders Salvador Canellas and Benjamin "Min" Grau, who had already won in 1973 with the Bologna-built twin-cylinder, repeated their success in the Catalan race, but with the bright colours of Nepoti and Caracchi's NCR team.

The Hypermotard V2 SP 100 is based on the SP version, characterized by Öhlins suspension and forged wheels. It features an Alcantara seat with an embroidered Ducati 100 logo, and the name and serial number on a plaque in high-quality Centenary Bronze riveted to the handlebar clamps and the machined-from-solid aluminium triple clamp. The Hypermotard V2 from the 100 collection also features a dry clutch. Standard equipment includes a Centenary Bronze fuel tank cap and a carbon fibre open clutch cover, both of which are not approved for road use.

DesertX 100 (Pantah "Ice" – 1981)

The livery of the **DesertX 100** is inspired by the graphics of the 1981 Pantah "Ice," one of the most curious examples of product placement in Ducati's history.

The Pantah "Ice" was nothing more than a modified Pantah 500, characterized by the addition of unusual, studded tyres and the removal of the braking system, so that it could be used on ice tracks.

At the time, Ducati was managed by state-owned holdings, which also controlled car manufacturers like Alfa Romeo. In the early 1980s EFIM, the body that controlled both Ducati and Alfa Romeo, organized a championship for Alfasud cars on the ice tracks of the Alps. The races were held in two heats; during the break between the first and second races, the brightly coloured Pantah "Ice" bikes put on a spectacular show for the crowd. The "Ice" bikes were produced in various liveries; the one chosen for the DesertX 100, yellow with blue stripes, belongs to a model that until a few years ago was part of the Ducati Museum collection.

The DesertX 100 features an Alcantara seat with an embroidered Ducati 100 logo, and the name and serial number on a Centenary Bronze plate attached to the handlebar risers of the billet triple clamp. The high front mudguard and aluminium radiator grille enhance the model's off-road credentials. Standard equipment includes a Centenary Bronze fuel cap and a headlight grille, which are not approved for road use.

* Not available on the DesertX 100 and Scrambler 100

** Offer varies according to the different countries.



GP Mugello Collezione100 livery



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Celebrating 50 Years of DOCV: A Golden Anniversary Gala to Remember



"It's 2026 and we're turning 50!" - the opening line of the official invitation set the tone perfectly. Passionate, stylish, loud, and unmistakably Italian. On Saturday night, the DOCV honoured its half-century milestone with a Gala Dinner at Melbourne's historic Rendezvous Hotel, filling the King Edward Ballroom with laughter, nostalgia, and the unmistakable spirit of Ducati.

The evening was the culmination of months of planning by the dedicated 50th Anniversary Subcommittee - **Garry Elphinstone, Kathie van Vugt, Duncan Richardson, Moira Stewart, and Fab Ramunni** - whose efforts shaped a night that will be remembered for decades. As one Facebook comment put it, *"Extremely well done & thank you to the committee"*.

A Night of Style, Stories, and Ducati Soul

The invitation promised an indulgent and atmospheric evening, and the ballroom delivered exactly that. Members arrived dressed with a touch of Italian flair, greeted by the warm glow of chandeliers, the hum of conversation, and the sight of a custom-made 50th Anniversary cake - *"delicious and stylish!"* as President Neil Larson later shared.

The three-course dinner set the stage for what DOCV does best: bringing people together. Old friends reunited, new members were welcomed, and stories flowed as freely as the wine - stories that, as the invitation cheekily noted, *"improve slightly with each retelling."*

Garry Elphinstone's Welcome: A Journey from Bevels to MotoGP

Garry opened the formalities with a speech that blended humour, history, and heartfelt appreciation. He reminded the room that fifty years is *"about 25 times longer than most bevel-drive electrics ever lasted,"* drawing knowing laughs from the veterans.

He painted a vivid picture of the club's early days - smoky carburettors, questionable electrics, and the



character-building experience of push-starting a Ducati on short notice. Yet, as he noted, nothing else came close when they roared to life.

Garry celebrated the club's evolution from Gestetner-printed newsletters to modern e-mags, from unpredictable wiring looms to MotoGP machines that *"practically need their own IT department, and a subscription to AI."*

But above all, he emphasised that the real story of DOCV has always been its people - the dependable, the unpredictable, the spirited, and the unforgettable. He captured the camaraderie perfectly:

"Standing on the side of a country road, surrounded by friends, trying to work out which fuse just blew..." "...or peering at a hole in a tyre wondering why the air is escaping..."

These shared moments, he said, forged the friendships that define the club.

Honouring a Leader: Neil "Ducati" Larson Awarded Life Membership

Garry then turned to a tribute that became one of the night's most emotional highlights: the awarding of Life Membership to President **Neil Larson**.

Drawing from the speech:

"Neil has gone well beyond the call of duty... I'm pretty sure Neil has played a major role in keeping the club afloat."

From Editor to Vice President, President (twice), Co-Captain, Secretary, and more, Neil's service has been relentless, selfless, and deeply respected. Garry's humorous recounting of Neil's many roles - *"He was willing to put his hand up... and couldn't work out how to put it back down"* - had the room laughing, but the admiration was unmistakable.

The announcement of his Life Membership was met with applause, cheers, and later, a flood of online praise:



- *"Well done Neil Larson - a well-deserved commendation."*
- *"Neil has always been a welcoming member... Nice bloke."*
- *"Well deserved - top bloke!"*
- *"I'm sure I speak for all life members in welcoming Neil Larson to the 'club'."*

A milestone night for a milestone member.

Mike Robinson's Reflections: From 1976 to Today

Founding member **Mike Robinson** took the audience back to the very beginning - to Swinburne student days, Saturday beers at Ron Angel's workshop, and the rides that would become DOCV legend: the Black Spur, Reefton Spur, and Great Ocean Road.

He shared how the club formalised in 1975, how the first meeting was held on 9 March 1976, and how the early constitution was adopted over tea and coffee (no alcohol allowed!). His recollections were rich with detail, humour, and affection for the people who built the club from the ground up.



Mike's closing words summed up his pride:

"I am very proud to have been associated with the Ducati Owners Club of Victoria in one way or another over the past 50 plus years."

**Fab Ramunni's Closing Toast:
To the Next Fifty Years**

Fab closed the evening with a speech that captured the heart of DOCV. He spoke of the club's evolution from bevel drives to superbikes, from carburettors to electronics, but reminded everyone that the true constant has always been the people:

"Clubs like ours are never really about motorcycles alone... They are about early morning rides and late-night repairs... friendships that last far beyond the next ride."

He honoured founders, life members, volunteers, families, and those no longer with us. His final toast brought the room to its feet:

"To the friendships forged through petrol, passion, and open roads. And to fifty years of our Ducati club - with many more still to come."





A Community Celebrates Together

The online reactions in the hours and days that followed reflected the warmth of the night:

- *"A fantastic and memorable night!"*
- *"Such a fantastic milestone to be celebrating."*
- *"Congratulations all!"*
- *"Well done President Neil & the 50th Anniversary Gala committee."*

The sense of pride, gratitude, and shared history was unmistakable.

A Milestone Worthy of the Machines We Love

The 50th Anniversary Gala was everything the invitation promised: indulgent, atmospheric, unforgettable - *"much like a Ducati: beautiful, thrilling, and worth every moment."* It honoured the past, celebrated the present, and set the tone for the next fifty years of rides, friendships, and stories.

To every member who attended, contributed, volunteered, spoke, or simply shared in the moment: thank you for being part of the DOCV story.

Here's to the next chapter - and to the unmistakable sound of Ducati echoing into the future.

Phillip Island's Best Kept Secret: The June Track Days Before Winter

By Louis Putter

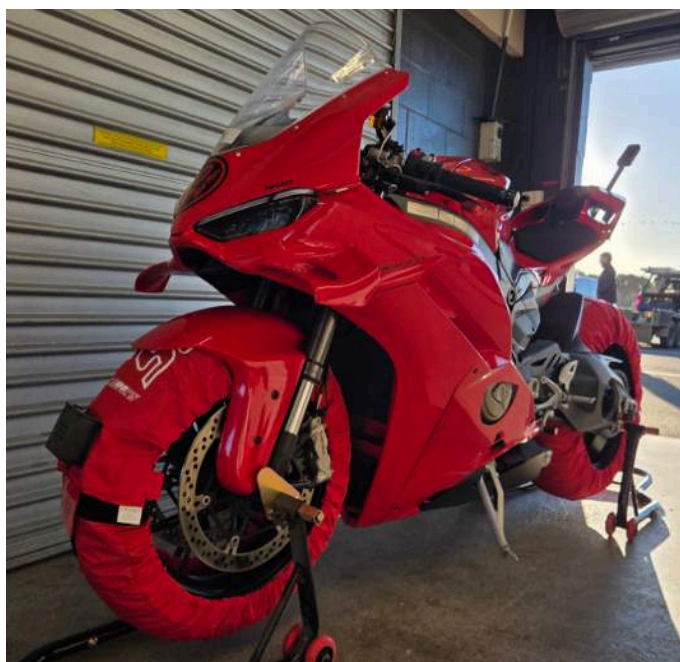


The first week of June quietly delivers one of the greatest gifts to Victorian riders: the final Phillip Island Ride Days before the winter shutdown. It's a window that many overlook, but after attending last year, and again this weekend, I'm convinced it might be the bestkept secret in the trackday calendar.

Perfect weather, a mostly dry circuit, and barely sixty riders in total meant the organisers split us into just three groups and gave everyone an abundance of track time. Most riders clocked up to seven sessions, something almost unheard of on a fully booked day.

If you haven't already, pencil this into your calendar for next year. It's the perfect chance to enjoy a blast around PI's iconic curves before the winter blues settle in.

I shared Garage 5 with my son Mark and Mick, who joined the club a couple of years ago. The day started cautiously, no slicks for the first session, as a few shady patches, especially down Lukey Heights, were still damp. But the sun did its job quickly, and by the second session the pace lifted dramatically.



This was my first outing outside the slow group, with my lap times trending downward every session. Nothing sharpens your riding like time on the Island.

Mick gave me the motivation I needed when he blasted past at over 300 km/h. That was the nudge that finally pushed me under the 2:10 barrier, setting a new personal best of 2:08.

Mark came tantalisingly close to breaking out of the 2minute club on his Ninja 400. Perhaps the California Superbike School should be my next stop to try keep up.

Mick, meanwhile, kept chipping away and finished the day in the mid1:50s. Outstanding riding, mate.

We'll be back in early September when Australia's best circuit reopens, and I hope to see many more club members joining us. These events are superbly run, and for anyone hesitant to risk their Italian beauty, you can even hire a Panigale V4 for the day.

If you're itching to shake off the winter blues, Broadford Raceway remains open through July. Just leave the slicks at home, this time of year, they're more wishful thinking than practical rubber.





A Global Ducati Celebration, Melbourne Style

Every year, on the first Saturday in May, Ducati Owners across the world roll out of their garages and onto the streets for a single purpose: to celebrate the passion, community, and unmistakable identity that binds Ducati riders together. This is *We Ride as One*, a synchronised global event where thousands of Ducatisti in hundreds of cities ride as a united red wave.

It's not a race, not a rally, and not a formal meeting. It's a celebration of belonging. A moment where every rider, from the newest Scrambler owner to the most seasoned Panigale pilot, becomes part of something bigger than themselves.

This year, Melbourne once again delivered a spectacular chapter in this worldwide story.

Our day began at Joe Raso Ducati, where more than forty riders assembled in the crisp morning air. The dealership buzzed with anticipation, helmets clicking shut, exhausts warming, and riders greeting each other with that familiar mix of excitement and camaraderie that only a Ducati event can spark.

Chris stepped up to lead the morning briefing, a role he has perfected through countless DOCV rides. Clear, calm, and professional, he walked the group through the route, expectations, and safety notes. Even with a large turnout, the briefing ran like clockwork, no fuss, no confusion, just a well-prepared group ready to roll.

By the time engines fired in unison, the mood was electric.

The convoy departed the dealership and flowed smoothly into the city, turning heads at every intersection. There's something undeniably special





about seeing a long line of Ducatis weaving through Melbourne's streets, Monsters, Multis, Panigales, Supersports, Scramblers, and everything in between, all moving as one.

We regrouped at Docklands, where the waterfront skyline provided the perfect backdrop for a spectacular group photo. Tourists stopped. Locals stared. Phones came out. And for a moment, Melbourne's attention belonged entirely to Ducati.

The photo captured more than just bikes, it captured the spirit of the day: unity, pride, and the unmistakable joy of riding together.

From Docklands, the group headed out along the freeway, settling into a smooth rhythm as we left the city behind. The weather was kind, the traffic light, and the ride out toward the Macedon Ranges felt effortless.

Our destination: the Pig and Whistle in Trentham, a favourite among riders for its hearty meals, warm hospitality, and countrypub charm. The staff were ready for us, and the sight of more than forty Ducatis rolling into the carpark made for a dramatic arrival.

Lunch was relaxed and full of laughter, stories from the morning, tales from past rides, and the usual friendly banter that fills any DOCV table. It was the perfect midpoint to a day built around connection.



After lunch, riders peeled off in small groups or solo, each choosing their own route home. Some took the scenic roads through Daylesford, others headed straight back to Melbourne, and a few extended the day with extra kilometres just for the joy of it.

That's the beauty of *We Ride as One*: the structure brings us together, but the freedom lets each rider shape their own perfect day.

For Ducati, *We Ride as One* is more than a marketing slogan. It's a global reminder that the brand is built not just on performance and design, but on people, on the riders who live the lifestyle, share the passion, and carry the red torch into every corner of the world.

In Melbourne, that spirit shines brightly. We show up. We ride together. We celebrate the machines we love and the community that surrounds them.

This year's event was a testament to that spirit, well organised, well attended, and filled with the unmistakable energy that defines the DOCV.

As the engines cooled and the last riders made their way home, one thing was clear: *We Ride as One* continues to grow, evolve, and inspire. It's a highlight of the Ducati calendar and a reminder of why we ride, not just for the roads, but for the people who share them with us.

To everyone who joined us at Joe Raso Ducati, to Chris for leading the charge, and to every rider who helped turn Melbourne red for a day, thank you.

We'll see you again next year, when the world once again rides as one.





PUSHING THE PACE AHEAD OF FINKE

Getting Race Ready in the Red Dirt



The Finke Desert Race is widely regarded as Australia's most demanding off-road motorcycle event, a brutal desert sprint between Alice Springs and Aputula that pushes both riders and machinery to their absolute limits. Covering hundreds of kilometres of punishing terrain, the race combines deep sand, relentless whoops and extreme speeds in conditions where dust can erase visibility in seconds. Success at Finke demands far more than raw speed, requiring preparation, precision and complete trust within a team environment. For Joe Rascal Racing, that challenge is led by rider Callum Norton, mechanic Scott Watts and team principal Brett Metcalfe (Metty), whose elite racing experience has helped shape a highly disciplined off-road program built around developing a competitive and dependable package for the desert.



Testing in Finke proved essential for the Joe Rascal Racing off-road program as the team worked to refine the motorcycle ahead of its first full desert campaign. Guided by Metty, the sessions centred on improving high-speed stability and rider confidence through suspension and chassis development. Although the bike already showed strong engine performance and quick direction changes across the desert lines, the team identified early that greater predictability was needed in faster, rougher sections of the course. Through continuous adjustments and detailed rider feedback from Callum, the motorcycle became increasingly stable and comfortable at race pace, allowing him to push harder with greater confidence. Metty highlighted Callum's technical awareness throughout the process, noting his ability to immediately recognise subtle setup changes and communicate them clearly to the crew. Combined with the experience of Scott and the wider Joe Rascal Racing team, the testing program delivered valuable data and established a strong foundation heading into Australia's toughest desert race. The off-road team is ready to go Joe Rascal Fast at Finke.

Whittlesea the Long Way — A Cracking Little Half Day Ride



There's something special about squeezing in a great ride before winter really settles its teeth into Victoria. The air is crisp, the roads are quiet, and the colours across the ranges start to shift into those deeper autumn tones. For more than ten club members, this short but scenic loop was exactly the tonic we needed.

Captain Chris once again delivered the goods with a simple, social, and beautifully curated half day ride—perfect for those wanting to get out for a spin without sacrificing the rest of their Sunday.

Stands were up at 10:30 sharp from Platter's Café, where the group gathered over coffees, warm pastries, and the usual preride banter. With the sun peeking through and temperatures kinder than expected, spirits were high as we pointed our bikes toward Kinglake.

The run up through Diamond Creek and into the Kinglake ascent set the tone early—smooth, flowing corners and light traffic made for an easy warmup. From there, the route dipped and weaved through Healesville and Toolangi, offering that perfect mix of forest canopy, open sweepers, and the occasional burst of sunlight through the trees.

No matter how many times you ride it, Myers Creek Road never disappoints. The group settled into a relaxed rhythm, enjoying the gentle bends and the cool, earthy scent of the forest. It's the kind of road that reminds you why a short ride can still feel like a proper escape.

Looping back toward Kinglake, the pace stayed friendly and inclusive—exactly what you want on a half day social ride. And with only 100 km total, not a single fuel stop was needed.





The final leg down into Whittlesea delivered us to Lady Sevin Café, where the group settled in for a late lunch. The table was alive with laughter, stories, and the kind of easy camaraderie that makes these rides so worthwhile.

More than ten members attended, filling the café with Ducati red and plenty of good humour. As always, the conversation flowed as easily as the morning's roads.

Short, sweet, scenic, and social—this was the ideal halfday ride. Captain Chris once again proved that even a compact loop can deliver big smiles. With winter just around the corner, getting a ride like this under the belt felt like a small victory.





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

Keep an eye out for new rides after the winter break, 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 June AGM meeting at the Manningham is on Tuesday the 16th.

Traralgon Weekend Ride

START: 13 JUN 2026 9AM

END: 14 JUN 2026 5PM

LEAVING FROM BUTLERS PANTRY,
1090 WELLINGTON RD, ROWVILLE

This new weekend away after a long weekend, weekend away ride is the second in a series of weekend rides after a long weekend away. This one is simply a two-day ride with an overnight stay in Traralgon. Departing Saturday out of Butler's, Rowville returning Sunday finishing in Pakenham. Each day will be approximately 350kms with hopefully some new roads to discover.

Saturday's ride will wander the hills of the Dandenong ranges through Powelltown to lunch in Yarragon. From here we will meander south through Thorpdale, Mirboo North, Boolarra and Churchill before popping out in Traralgon South.

Sunday's ride will see us travel the magnificent scenery of the Tarra-Bulga National park and then the

coastline through Welshpool, Foster and Fish Ck with a quick stop at Agnes Falls.

Lunch will be in Tarwin Lower at the Bird & Wolf café. From here it's an easy coastal cruise through Inverloch and Wonthaggi before heading back up into the hills for a final run through Blackwood forest, Bena, Kongwak and Poowong. Ultimately finishing up in Pakenham.

**** PLEASE NOTE ****

This time you will organise your own accommodation (as is done by many other motoring clubs)

There are plenty to choose from with varying prices – please see docv.org for a list of options.

Hopefully this will be a fun weekend away without the hassle of long weekend away returning traffic and 'Long Weekend' prices. Naturally it will be a little cool but to quote Billy Connelly "there is no such thing as bad weather just bad clothing choices". So wear a few extra layers.



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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