



DESMOTO

THE MAGAZINE OF THE DUCATI OWNERS CLUB OF VICTORIA

**AUGUST
2026**

**DUCATI
OWNERS CLUB
VICTORIA**

PURIST PERFECTION

Simon Bailey's World
of Unobtainium

**50
YEARS
STRONG**

1983

MRA EXPO

A look back at
Ducati's presence at
the 1983 MRA Expo.

TWO MULTI V4 REVIEWS

RALLY & PP

BY GEOFF AND OLIVER



AUGUST GUEST SPEAKER

GEOFF SALMON

Talking about his recent
Thailand motorcycle tour.

PLUS

Rides, Events, Ducati
News & More



DUCATI OWNERS CLUB OF VICTORIA - RIDE. SHARE. BELONG.



Mornington

Your Premier Victorian Ducati Dealership Located On The
Mornington Peninsula

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

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

185 Mornington-Tyabb Road, Mornington, VIC 3931

(03) 5976 3800

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

INDICE_{AUGUST 2026}
Official DOCV Web Site:
<https://www.docv.org>

COMMITTEE REPORTS	5
FROM DUCATIS TO HOLLYWOOD – JADE AMANTEA	9
WINTERISING YOUR DUCATI... OR YOURSELF?	10
PRE-RIDE SAFETY CHECKS AND BIKE MAINTENANCE COURSE – JULY 2026	12
V4 MULTISTRADA RALLY REVIEW	14
V4 MULTISTRADA PIKES PEAK REVIEW	15
DOCV AT THE 1983 MRA MOTORCYCLE EXPO	18
SIMON BAILEY – AN EXERCISE IN UNOBTAINIUM	20
MEET ZEKE	22
DOCV EVENTS	23
DESMOTO VENDI	24

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.

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 Dulfer	Chris Williams	Matt Rubenstein	Daryl Grant
All club matters	Membership, stands in for Pres	Meeting minutes, official documents	Payments, accounts and advertising	Rides and Fun Days captain@docv.org	Desmoto	Spares, tools and advice
pres@docv.org	vicepres@docv.org	sec@docv.org	treas@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

Front cover: World Ducati Week 2026. How good would it be to ride the Misano track!?

editoriale



Ciao Regazzi,

Welcome to the August edition of Desmoto, and

my first one in the editor's chair.

Desmoto going over the years and for the contributions for the August edition. Taking on this role has already given me a much better appreciation for how much work goes into pulling an issue together, particularly when everything done at DOCV is run by volunteers.

For those who don't know me, I've been around the club for a while, I joined in 2016. Usually more interested in club rides than club meetings but I felt it's my turn to volunteer for a job that allows me to give back to the club and spruce up what should be Australia's favourite club magazine.

My aim is pretty simple. I want you to look forward to reading the newest edition of Desmoto as well as to keep a record of what is happening around the club, and in the world of Ducati.

But I'd also like to get more of you into it!

There are a lot of interesting people in DOCV, with interesting bikes, garages, projects, favourite rides, stories and probably a few questionable purchasing decisions. Rather than waiting for those stories to find their way to Desmoto, I'm going to start hunting some of them down.

That starts in this issue with a new feature called Garage Queens.

The idea is to visit members at home, in their garages or sheds and have a coffee or a beer, poke around their garage and talk about one, or many interesting machines they've accumulated over the years. Ducatis obviously, but also cars, restorations, projects and anything else involving an unreasonable amount of money on a passion.

Our first victim is Simon Bailey, who was kind enough to not only let me invade his garage and spend some time talking bikes, but also some of his other fascinating projects and interests. You'll find that feature later in this issue.

I'm also keen to make Desmoto more of a conversation between members. We've started throwing questions into the DOCV Facebook group, including how members winterise their Ducatis and the maintenance mistakes they see owners making. Some of the answers are sensible. Some are considerably less so.

Over coming editions I'd like to build on this momentum with more owner reviews, mechanical questions, member profiles, club history, favourite roads and rides, workshop knowledge and stories from members. You don't need to be a writer. Send me the rough version or invite me over for a coffee, I'll take the photos and make the notes, you just show me your passion project.

And if you've got an interesting garage — or, better still, you know another member who's hiding something interesting in theirs (Doesn't need to be a Ducati) — let me know. Volunteering your mates for Garage Queens is strongly encouraged.

Enjoy the issue, and I'll see you out on a ride.

Grazie mille, Ciao!

Matt

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!

president's report



Hi everyone,

Well, it's no warmer since my last Pres report, and I

have to admit I've only done a few hundred kilometres on my DesertX since then. Note to self:

make more of an effort to get out on the bike!

We have been busy with other club events though – we had the Pre-Ride safety checks and bike maintenance course at Machine Alley in July, and it was terrific. Greta to spend a few hours with expert Ducati mechanic Sandy Ellul and a dozen club members talking bike prep, safety and a lot more.

We'll plan to run this course in future, but we'd love to find a place that has heating, plus space for a bike and a dozen people. Toilets and a lunchroom would also be required.

If you have a venue that might work, please let me know. I've mentioned heating first because Machine Alley was a little on the cool side on a freezing Melbourne Sunday!

We've also just completed the First Aid for Motorcyclists course again. There was some on-line learning required prior to the course, but this little bit of inconvenience meant that the time we spent with trainer Deb was all killer-no filler! The role playing of accident scene management was gold – knowing how to make the scene safe, how to delegate roles, and ask the right questions was incredibly useful information. The 15 attendees proved that there are plenty of club members who care enough about others to spend a day doing first aid. Thanks in advance.

You will also see a ChatGPT created advert for a new club Secretary in this issue. Secretary Geraint has found himself overloaded with work and family commitments so he's like to pas the Sec baton to another member. This is a position that would suit

someone who likes to be organised, and likes others to be organised! At it's most basic the role is ensuring meetings run smoothly (by having accurate and timely minutes and agendas), and supporting other committee members. But it can encompass a lot more than that. I really enjoyed my stint as Sec when Oliver was President, and really enjoyed working closely with him and the committee to get a lot of useful things done.

Please get in touch with me if you are even the slightest bit interested.

As usual keep an eye on the Events schedule – it is quieter this time of year, but there's still some fun things to do. And if you're keen to go for a ride but there inst a ride scheduled, just put a post on the club Facebook page and I'm sure you will soon have some riding buddies!

Stay warm out there!

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

Ciao,

Neil



il rapporto delo capitano



First of all I would like to extend a very warm and appreciative welcome to our new editor Matt Rubenstein. Thank you for volunteering your time to keep the DOCV motor running. Much appreciated.

Winter. Just love it 😊. Tragically, as predicted, I made the uncomfortable decision of canceling the Traralgon weekend. Inclement weather just made the ride too unsafe for an enjoyable weekend away. However I did manage to resurrect the Sunday for a ride out of a portion of the route planned for the weekend.

For by the time Friday came around a clear and sunny day was forecast for the Sunday. Hastily I got back in touch with all those who registered for the weekend and said "Ok. Sunday looks too good to miss. So let's go!" Lost a couple but still managed to get about 10 - 12 members up for the ride. And the day was a cracker. It did rain the day before but with the sun now penetrating up the misty morning roads they became nice and just a little bit sticky. Perfect

Making our way down the Yarra Junction Noojee Rd into Powelltown we popped out at Neerim Sth where it was full sunshine. I meandered the group through the hills ultimately landing in Yarragon for lunch. Having lunch at the Yarragon hotel we rehydrated and had a fine light lunch. Again Perfect. From here we did a bit of a loop around Mirboo Nth, naturally the Grand Ridge Rd, Leongatha, Poowong finishing up in Pakenham. A fine day was had by all and I was glad we at least managed to salvage something from the weekend.

Not long after that in July we held a Pre- Ride Safety Check and Motorcycle Maintenance course lead by long-time club member Sandy Ellul, an A-grade motorcycle mechanic, former 996 racer and one of the most respected Ducati specialists in Victoria.

As the owner of City Edge Motorcycles in Williamstown, Sandy brought decades of real-world experience and a passion for sharing his knowledge with fellow riders. Designed to build confidence and improve safety, this practical workshop taught riders how to properly inspect, maintain and care for their motorcycles, helping to prevent mechanical issues before they become a problem. The morning session focused on essential pre-ride safety checks that every rider should know before heading out. Topics such as:

- Assessing the age and condition of your tyres.
- Checking and adjusting tyre pressures for different riding conditions.
- Correctly cleaning and lubricating your chain and sprockets.
- Inspecting brake pads and brake discs for wear.
- Adjusting levers and controls for comfort and safety.
- Checking and topping up engine oil and coolant.
- Inspecting your suspension and making basic adjustments.
- Testing lights, identifying electrical faults and replacing fuses.

Simple yet critical checks that can improve your bike's performance, extend component life and, most importantly, help keep you safe. The course also included an introduction to motorcycle servicing, combining theory with practical demonstrations.

- Tyre and wheel inspections.
- Brake system testing and inspection.
- Engine oil and oil filter replacement.
- Air filter cleaning and replacement.
- Chain and sprocket wear checks and adjustment.
- Chain cleaning and lubrication techniques.
- Basic suspension setup and adjustment.

Whether you ride every weekend, commute daily or are preparing for your next club ride, we finished the day with practical skills you can use every time you head out.

Club President Neil and myself were on hand to fire up the barbecue for lunch. Though a bit chilly I think we all got something from Sandy's wealth of knowledge and experience.





Every second year we run the Motorcycle Accident Management Training HLTAID011 Provide First Aid course for DOCV members. This is a fully certified course that you can also use if you need to maintain first aid qualifications in any of your other lives.

By the time you read this we will have run the course and attended the session. I have done this several times and I do recommend to any member you should do this at least once every 2 - 3 years just as a refresher as you never know, and I hope it's never, but you just may require these skills at some stage.

This course has 2 components:

1. A generic online learning program, which is a requirement from the Australian Government when providing Vocational Education training. (Approximately 4-6 hours of online learning).
2. A hands-on Motorcycle Specific training day – which was on the 2nd of August 2026 this component is an indoor-outdoor scenario-based training.

Each year the requirements are the same being bring your Your Helmet, Jacket, gloves and a hat (as a minimum)- as if you are riding on the day, you do not need your motorcycle, the riding attire covers the requirements.

A Statement of Attainment for HLTAID011 Provide First aid and Motorcycle Crash Management training will be issued to you. This was a very informative and educational session which covered many topics involved in motorcycle crash management.

I may have said it before but I'll state it again. I have done this course a couple of times now and I'll do again as repetition ingrains memory thus it should become natural thinking should the occasion arise.

Further down the road we have a 3 day tour coming up for Melbourne Cup weekend. As I won't be back until about then. However some of our club co-captains will pick up the slack whilst I'm away. So keep an eye on our website for some rides between now and then.

I have decided to make the Melbourne Cup weekend a 3 day ride rather than a 4 day so we not coming home in long weekend traffic. This tour sees us departing on the Saturday for a fairly easy ride to Ballarat then returning home on the Monday from Warrnambool through the Otways. I've found some new roads, that I have not seen the club ride on, so hopefully I can provide something new for members to enjoy. So if you're interested I recommend signing up asap as you will need to book your own accommodation which will disappear soon, as it is a long weekend. This tour will be just over a 1000km for the 3 days Melbourne to Melbourne. Not too hard but this is not for the novice learner or first timer. This tour is better suited to a well versed rider with medium to proficient skills. Looking forward to seeing you there.

By then we will be well back into MotoGP

The 2026 MotoGP World Championship is entering a crucial phase, with the summer break coming to an end and teams preparing for the British Grand Prix at Silverstone. The championship battle remains one of the closest in recent years, promising an exciting second half of the season. With only a small margin separating the leading contenders, every race from now until Valencia could prove decisive. The competitive balance across multiple manufacturers has made the 2026 season one of the most unpredictable.

Márquez remains firmly in contention despite facing intense competition throughout the opening half of the season. Ducati's Mr Reliable has delivered consistent performances and is expected to be one of the strongest challengers during the final rounds. Analysts continue to rank him among the favourites for the championship as the season resumes.

Apparently several teams are making last-minute adjustments before Silverstone. Injury-related absences have opened opportunities for substitute riders, with WorldSBK competitor Iker Lecuona expected to stand in for Fermín Aldeguer at Gresini Ducati.

MotoGP has also confirmed that the 2027 World Championship will once again begin in Buriram, Thailand. The venue will host the opening round under MotoGP's new technical regulations, continuing Thailand's growing importance on the championship calendar.

Looking forward to it. In the meantime I'm off to Europe for 7 weeks. Getting a bit tired of Melbourne winters

Bitumen side down
Chris '

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?



Scan to mail your reviews
and comments to Desmoto:



treasurer's report

Mark Dulfer



Monthly Financials for July 2026

By Mark Dulfer

	July 2026	June 2026
Income		
Desmoto		
Events	1,175.00	775.00
Memberships	359.08	134.39
Merchandise		
Other	0.03	
	1,534.11	909.39
Expenses		
Cost of Sales		
Desmoto		612.00
Events	2,581.34	493.69
Membership	54.13	4.50
Other	183.29	1,776.20
Total Expenses	2,818.76	2,886.39
Operating Profit/(Loss)	(1,284.65)	(1,977.00)
Assets		
Cheque Account	7,049.55	5,900.43
Paypal	2,232.87	3,395.98
Debit Card	959.74	2,230.43
Cash reserve/Contingency	18,540.56	18,540.52
Term Deposit 2 /DOC	16,861.12	16,861.12
Term Deposit 3 /50th Ann	17,041.71	17,041.71
Trade Debtors		
Other Assets	3,745.55	3,745.55
Net Assets	66,431.10	67,715.74

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



Secretary Wanted!

We're looking for an organised, reliable, and enthusiastic Secretary to join the committee of your DOCV.

If you like bikes, have good communication and organisational skills, and can help keep meetings, memberships, and club records running smoothly, then we'd love to hear from you.

The role includes taking meeting minutes, managing correspondence, assisting with event coordination, and supporting the committee.

No previous committee experience is necessary—just a positive attitude, attention to detail, and a willingness to get involved. You will need some basic computer skills, and being able to herd cats would be useful ;)

Help keep our club on the road. If you're interested, contact the committee for more information or to nominate yourself.



SEPTEMBER GENERAL MEETING GUEST SPEAKER

From Ducatis to Hollywood — Jade Amantea

There should be something a little different waiting
for us at the September DOCV General Meeting.

Our guest speaker will be Jade Amantea, stunt actor, stunt rigger and stunt coordinator — and, keeping the connection close to home, the son of DOCV member Vincent Amantea.

Jade is a Stunt Coordinator, Stunt Actor & Stunt Rigger from Victoria. His film credits include Godzilla x Kong: Supernova, War Machine, Thor Love & Thunder, Mortal Kombat 2, Nautilus, Shazam & Preacher. Jade's specialist skills include Gymnastics, Abseiling & Stunt Rigging

Jade's career started in 2003 in a fairly spectacular way, performing as John Connor in the live Terminator 2 3D stunt show at Universal Studios Japan.

Since then, he has built a career spanning more than two decades in Australian and international film and television, working both in front of the camera as a stunt performer and behind it as a stunt rigger and coordinator.

His skill set gives some idea of just how varied that work can be: precision and stunt driving, wire work, stunt rigging, abseiling, gymnastics, sword work, scuba diving, jet skiing and snowboarding.

His television credits include Underbelly, Wentworth, Rush, Gallipoli, Tomorrow, When the War Began and Miss Fisher's Murder Mysteries.

On the big screen, Jade's credits include productions such as The Wolverine, Pirates of the Caribbean, Aquaman, Mortal Kombat 1 & 2, The Chronicles of Narnia, The Dressmaker and War Machine.



Along the way he's worked on productions involving some reasonably familiar names, including Hugh Jackman, Chris Hemsworth, Natalie Portman, Christian Bale, Jason Momoa, Willem Dafoe, Nicole Kidman and Alan Ritchson.

Jade is currently working across another three feature films, so we're fortunate to get him along to DOCV to give us a look behind the curtain.

For anyone who has ever wondered how a major stunt goes from an idea on a page to something that can actually be performed safely in front of a camera, this should make for a very interesting night.

**Jade Amantea —
September DOCV General Meeting**

Come along, grab a drink and hear some stories on how you can get paid and make a career from crashing bikes and jumping off buildings!



The DOCV Brains Trust

Winterising your Ducati... or yourself?

Winter in Melbourne inevitably means fewer kilometres on the bike. The days are shorter, the roads are wetter and getting dressed like a Michelin Man just to go for a Sunday ride can start losing its appeal.

Of course, judging by the response from the DOCV Brains Trust, there is another solution:

Just keep riding

Damien Kingsbury and Garry offered exactly the same expert advice:

Winter storage procedure consists of two words: "Ride it." Former Desmoto editor, Louis went one step further: "Ride every day, resolves all winter issues!"

Tom Hinton is another member of the year-round camp: "I keep riding in winter. Not as often and with shorter days, not as far, but fine days turn up often enough."

Phillip Perry takes much the same approach, treating the bike basically the same throughout the year and putting it on the charger occasionally. He'd just returned from a 110km winter run through the Dandenongs when he responded to our question.

But for those who aren't as adventurous, what should we actually do if the Ducati is going to spend a few weeks — or potentially a couple of months — sitting in the garage?

Perhaps it's the rider who needs winterising, like John Lyon who summed up the Victorian situation best: "Mine cope fine as is, it's me that needs winterising."

A lot of the motorcycle "winterisation" advice floating around originates in parts of Europe and North America

where motorcycles can be parked for months while temperatures remain around or below freezing and roads are covered in snow, ice and salt. That's not really a Melbourne winter.

For most DOCV members we're talking about reduced use, rather than putting the Ducati into hibernation until spring.

You probably don't need an elaborate winterisation ritual because the bike hasn't moved for three weeks. You certainly don't need to start shopping for winter tyres because you've seen someone in the UK fitting them.

The fuel tank debate

This produced the most interesting disagreement. Neil Larson's routine includes washing and polishing the bike, putting the battery on a trickle charger, cleaning the chain and leaving the fuel tank full to the brim.

Tom went looking for the official answer and found an older Monster 620 storage instruction that says essentially the opposite: drain the fuel tank and fuel system.

So who's right?

Current Michelin Australia winter-storage guidance recommends filling the tank with fresh fuel to reduce the air space in which condensation can form, adding

an appropriate fuel stabiliser for extended storage, and running the engine long enough to circulate the treated fuel through the system. Michelin also specifically recommends checking the manufacturer's manual because requirements vary between motorcycles.

Battery: don't just forget about it

This is probably more relevant to a Melbourne winter than worrying about frozen engines. Especially for any V4 owner who knows about the parasitic power sapping when the bike is turned off. If this is news to you, official Ducati recommendation is to leave the V4's on a trickle charger so the infotainment dash doesn't drain the battery. A far cry from previous bikes, like my 950S which not only still had its original battery, 6 years after production, but would start first time, every time after months sitting idle in the garage.

What you don't want is to discover on the first sunny Sunday in September and hear nothing but click... click... click.

Tyres still need attention. No, you don't need winter tyres for your Ducati just because it's August in

Victoria. You do, however, need to check the tyres you already have.

Tyre pressures naturally change and a bike sitting on a cold concrete floor for extended periods will slowly lose pressure and can potentially develop flat spots. Michelin recommends maintaining the manufacturer's specified pressures and, for genuine long-term storage, using stands to remove weight from the tyres or periodically changing the tyre's contact position.

Neil also raised something simple that's probably more useful than most elaborate storage rituals: put the bike away clean and dry.

Road grime and moisture sitting on metal surfaces for weeks isn't doing your Ducati any favours. Wash it, dry it properly and lubricate the chain before extended storage. Michelin similarly recommends cleaning the motorcycle thoroughly and lubricating the chain and other appropriate moving components to reduce corrosion during storage.

And if it's being covered, use something breathable rather than trapping moisture underneath it.

THE BRAINS TRUST — WINTER CHECKLIST

DO:

Keep riding when Melbourne gives you the opportunity.

Keep the battery maintained if the bike is sitting for extended periods.

Check tyre pressures before riding; don't assume they're unchanged after several weeks.

Wash and properly dry the bike before longer storage.

Clean and lubricate the chain.

Keep an eye on fuel age if the bike is going to sit for an extended period.

Use a breathable cover if you're covering the bike.

DON'T:

Assume Melbourne requires the same winterisation procedure as northern Europe or North America.

Buy winter tyres simply because it's winter

Let the battery slowly die in the garage.

Leave the bike wet or filthy and then cover it for weeks.

Assume one piece of fuel-storage advice applies to every generation of Ducati.

Ignore tyre pressure because the bike hasn't been ridden.

And according to a significant proportion of the DOCV Brains Trust:
Whatever you do, don't forget to ride the bloody thing!

Pre-Ride safety checks and bike maintenance course – July 2026

15 intrepidclubmembers bravedthe Sunday morning coldto attenda Pre-Ridesafety checks and bikemaintenancecourse on Sunday the12th ofJuly at MachineAlley inCollingwood, hosted by the affable and knowledgeable Sandy Elul from City Edge motorcycles.



Machine Alley in Collingwood

Sandy with Bertie's Multi

Sandy is a long time club member, A-grade

motorcycle mechanic, ex 996 racer and all round

good guy, as well as being the owner of City Edge

Motorcycles in Williamstown. He's and has been around bikes and particularly Ducatis as long as anyone can remember. Club Pres Neil was there to assist and to cook the bbq lunch.

The cost was only \$45, to be honest, and absolute bargain for what it will save you.

Some of the items covered included

- How to assess the age and condition of your tyres.
- How to check and adjust your tyre pressure for the conditions.
- How to correctly clean and lubricate your chain and sprockets.
- How to check your brakes, including brake pad and brake disk wear.
- How to check and adjust your levers and controls.
- How to check and top up your motor oil and coolant.
- How to check the condition of your suspension and adjust for riding conditions.

Feedback from attendees was overwhelmingly positive:

Bertie:

Firstly, thank you very much for organising this fantastic day, I really enjoyed it.

As you know I have just returned to biking. In my excitement about riding my new bike I had completely forgotten and neglected the bike maintenance side of it. Sandy really opened my eyes and will get me back into looking after my bike properly.

What really impressed me about this day was that clearly everyone got a great deal out of this talk. Greenies like me and long serving professionals (such as yourself) alike.

Sandy put himself down a few times but if he does this again he will become more confident. He is a much better presenter than he thinks he is.

I agree with your concerns about the location. A bit noisy but still quite interesting for me to see the workshop. (Ed. Note: we are looking for an alternate location for the next course).

Mark G:

I found it a very worthwhile event as a refresher of working on bikes in (simpler) times past.

I found Sandy pleasantly easy to listen to and I'm sure will be following him up as a future mechanic for engine and suspension tuning when I manage to get mine back on the road.



Sandy demonstrates how to use a chain cleaning brush.



A Wurth spray bottle - the only ones to get.



Sandy's recommended product for chain cleaning.



Mark E:

Thanks for organising it. And thanks also to Sandy for conducting the session - I found it fairly informative.

Some comments: I think there could have been more on pre-ride safety: ie. checking for free movement of levers, leaks under the bike, play in the steering etc. There was mention of tyre pressures - interestingly higher than in the manual. But he was generally interesting to listen to with a rich past in the industry. The venue was disappointing, as describe by others.

Geoff:

I think the Maintenance Day was a great winter initiative. The size was about right, the venue interesting - and central, an easy tram ride for me - and duration also about right. A BBQ was the perfect way to close. Questions at all levels were treated respectfully and Sandy's personable style kept everyone engaged.

Alex:

Very enjoyable. I liked the venue, as I got to find out that such a place exists, plus it was interesting to see other bikes in states of repair.

I found the talk a wide-ranging intro to the art of pre-ride checks. Lots of little details that would take a long time to discover for yourself.

Got to see a fork seal weeping and the implications for the brakes.

Chain tensioning and the effect of load. Guide to chain and cog life. Purpose of chain oil to lubricate chain plates and teeth/roller interface (second part I hadn't quite considered fully).

Recommendation to carry rear wheel socket for single sided swing arm when touring.

Could add discussion on tool roll for touring. And a bit more on Rego checks/requirements.

Gary:

Very informative, Sandy was an excellent instructor, real life experience in spades.

Suggestions? Need a place with heating!

Pres Neil:

The feedback was very positive, huge thanks to Sandy for giving up his Sunday to be the instructor for us,

and

for the hours of preparation he put in to cover the topics fully.

We'll plan to run this course very couple of years, but we do need a better venue.

If you have an area big enough for 15 people and a bike, with a lunchroom or similar, chairs and toilets, and a heater (!), and would be happy for the club to use it on a Sunday morning, please email Neil on pres@docv.org

V4 Multistrada Rally review

By Geoff Zippel



Around 6 months ago I bought a v4 Multistrada Rally.

Enduro, it seemed like a logical move to combine the

two into one bike - at least to my way of thinking! With these two bikes I wasn't getting any touring comfort, and had realized that manhandling a heavy bike down goat tracks had moved from fun to a becoming a very high motivation not to fall over, because it was too bloody hard to get going again! This drove a transition to more focus on road touring and easy dirt. Plus I'm obviously getting soft..

I chose the Rally because I liked the idea of a total package, a comfortable, well equipped long distance super-tourer, tough, with the capability to do almost anything (limited by rider capabilities!). Long range fuel tank (600km!), compliant and comfortable fully adjustable suspension, clever ride programs, and the full kit of tough panniers etc made it the choice for me

- at least on paper. I'd spent 3 weeks on a hired BMW GS1300 on a Balkans ride a couple of years ago, and while blown away by the bike's capabilities, it just didn't ring that character bell like a Ducati does. Reports from expert riders showed just how capable this Duc was in any territory, often beating the GS1300 at its own game.

So, impressions of a first time Multi owner after 6 months/10,000km?

- It's big and top heavy! My legs aren't particularly long. Even with a low seat, and the clever preset lowering, there's a lot going on when trying to move it around, especially with a full tank and

panniers on. The balance is amazing so as soon as it starts rolling a lot of the weight disappears. But I know it's when, not if, that my foot will slip and the whole plot will come tumbling down, given the size/weight/legs thing (and of course this will have nothing to do with my skills..). I plan my parking a lot more carefully, and find myself more often moving the bike around while off it, rather than paddling from the seat.

- It's all-round amazing. Once the size/weight thing is sorted, it's actually easy around town. Brilliant on a long touring run, super comfortable, with really good wind and rain protection and low noise (especially when compared to the Kato!). Heat where you didn't think you needed it for cold days. Amazing when it's in Sport on a twisty road, when the whole thing just comes alive. Too fast in almost every circumstance, but competent enough to manage, and comfortable to just potter about on. It's a way better all-rounder than anything I've ever ridden. It's also more economical than reported - this generation has cylinder deactivation and other tweaks which bring it back into a fuel efficient bike. On average I've found fuel consumption is similar to the KTM 890, which is pretty impressive. It sounds horrible. The exhaust is asthmatic, when
- on cylinder deactivation it sounds like an Aldi air compressor on a bad day, and that bloody cooling fan comes on and screams for 5 minutes after a hard/hot ride, which is embarrassing when parked with a group of normal bikes! The Ducati guys who manage the audio outputs were obviously having seconds at the pasta table when this was designed. It will cost an arm and leg to do an exhaust replacement, and let's face it - I don't need the extra power - but that beautiful v4 is currently lost. I understand the catalytic convertor is the culprit, so perhaps a decat once out of warranty?

It's bloody hot on a hot day! Legs get toasted. I

- think that huge catalytic converter has a lot to do with it.. another reason for some spanner work!

I thought radar on a motorbike was just plain wrong - however this gives it blind-spot monitoring, which is actually bloody good. Been a couple of times when I've been a bit slack on the over the shoulder glance, and the mirrors have given me the warning I needed. Bit like heated grips - do you need it? No. But once you have it, would you give it back? Definitely not!

It handles, stops, corners and goes like a Ducati should. Far better than a multi-purpose bike of this size should. It just works. The balance is amazing. Takes a while to get used to the weight, but once in Sport mode it just lights up.

- It's bloody expensive. But major services at 60,000km is a breakthrough, and there's a lot of quality built in. From what I understand, reliability has been very good with these models – I hope that's the case, because they're complex.

In a recent discussion with a Multi v4 owner, he thought they were stunning, all around brilliant, but didn't have the character which made it easy to love. Easy to admire, but without that "Ducati" passion and edginess. I tended to agree at the time, but after a recent week in the high country I'm converted. It does everything way beyond my capabilities, and I find myself jumping on the bike to go for a ride just because I want to. And it's quick and sharp. And comfortable. And it's red. And it makes me smile. I'm a convert.

But if you want that fizz that comes from a manhandling a classic growling v-twin, this is not going to do it to you. Enjoy this for the brilliant bike it is, but budget for an old Ducati in the shed to add the passion quotient as required.

I just hope my licence survives!

V4 Multistrada Pikes Peak review

By Oliver Barrett



Joe Rascal Ducati in Melbourne got the job of the

'Desmo service' on my 1260 Pikes Peak and Andrew

kindly offered a 2026 V4 Pikes Peak as a loaner while

the service was carried out on my bike – (OK – some blatant begging might have happened!).

Unfortunately it sat in the garage for two days while it rained and I did EOFY Excel stuff but then the grumpies got hold of me on the day I was to pick up my bike and I felt that I would rather spread my wings a bit than continue to spread sheets.

I gave up Excel up at noon and set off knowing that I live only 6 Klm East of the city and thus the dealer- but

to my surprise the V4 used up half a tank of fuel just getting to the dealer! – to be fair to the now much more frugal V4 I did start out in an 180 degree wrong direction going via Healsville, Chum Creek, (of course), Toolangi, Kinglake, St Andrews (of course), - (great 2nd gear on that bike out of corners - more on that later), Panton Hill, then Eltham and into the city, arriving 2 and a significant bit hours later but way less grumpy after some deliberate slight deviations on the larger deviation.

So, I have now had reasonably long rides on a V4s, A V4 Rally fully loaded and now this V4 Pikes Peak (PP). As some might know I really like the slightly grumpy slightly feral feel of the 1200-1260 V2s as they have lots of character and great stomp out of the corners so would not be surprised if that silky smooth V4 impressed me but didn't press the right endorphin buttons for me.

Some may also recall I wrote a while ago of my experience of an extended squirt on a V4 Panigale and how much it was a giggle creator and shape shifter (which I then compared to my just shy of 200Hp 1199s). The current Multi V4 are undoubtedly also a significant technical and mechanical generational change from the big V2 Multis but the impact and improvements are more nuanced and subtle from an emotive riding point of view. So how did it go on a LCCCP scale – a subjective scale I apply to bikes (Looks, Comfort, Competency, Character and Performance)

So – what do I think?

1. Looks. Always a personal thing but one must face it no Multi has ever had the drop dead gorgeous looks (from any angle) of a 916, a 1098, a Panigale to mention a few similar aged Ducatis. In my view they are gradually getting easier on the eye but lag some of their stable mates in the good looks department. However, the style is there when you look at the detail IMHO. The dash layout is excellent (I love the colour change when you get on it a bit!) and an overseas ride or two on hire bikes from other manufactures quickly makes one appreciate the thought that has gone into the design and backlighting of switchgear etc.

2. Comfort. The V4s are all comfortable bikes on which you can eat up long distances without crippling yourself or getting unduly tired. On the Pikes Peak I enjoyed the higher foot pegs on the more twisty stuff and the handlebar width and position. Standing up was so easy. With some personal adjustments to suit my height it would be even better. On the Rally its slightly fatter tank shroud and bodywork, larger (length and width) windscreen and wider bars provide greater protection and reduce rider effort which would be an advantage on longer rides. So, in summary, very

comfortable- no complaints there at all. If I had both in the shed I would probably pick the PP for an interesting one or two day ride in the twisties – for a weeklong ride I may go with the Rally given its road performance is(to my mind) not too far off the PP and it leads slightly on the Jason Recliner abilities.

3. Competency. The handling is absolutely excellent- deceptively so. On both the V4 Rally and the V4 Pikes Peak often when I looked down at the speedo I was doing about 20 Kph more than I thought I was (as usual of course always under the limit!). That only happens when a bike is so effortlessly confidence inspiring that it flatters your ability as a rider without you noticing. On the bumpier country roads I preferred the Rally (with its longer travel suspension it gave a magic carpet ride) but I much preferred the PP on more technical and twisty sections. Damn – I like the handling a lot on them both. I rode the V4s briefly about 2 years ago so it is not fair to rely on my distant memories but I do clearly remember feeling very secure on it too.
4. Character. Here things get a bit more opaque for me. Make no mistake that 1158cc Grand Turismo engine and the very slick gearbox are a tour de force bit of kit. I have also ridden many Ks on its obvious Bavarian competitor and again IMHO the Bavarian output, gearbox and quickshifter are all in a different league (and I don't mean that in a flattering way!) as the V4 1158 easily outguns the Bavarian 1300 in every respect (possibly except fuel economy?). It is a modern wonderfully smooth, torquey, linear engine that changes its character above 6000 RPM when it really lifts its skirts up and bogeys off into the distance.
5. Performance. Silky, safe, manageable, refined stomp particularly in 2nd or 3rd out of corners would be a crude but accurate way to describe this very modern bike package. It is quicker than I thought the extra 10 Hp difference to my 160 Hp bike would make it largely due to its manageable, linear, useable power and that great gearbox/ quickshifter. 0 to 100Kph in 3.4 seconds while not dramatic for a modern bike is not slow for a touring bike and it does that smoothly with little fuss and no dramatics. Overall while my ride on the PP was on damp roads it just handled them with pace and finesse, but I certainly would just love to give one a go on a dry, clean road (mental image of uphill Sideling on the recent Tiger Hunt creeps into my mind). Probably overall the best and most able bike to briskly navigate Victorian roads that I have been on.

So – it certainly scores very well on that LCCCP scale BUT – and this is purely personal and may not apply to other riders at all:

I have absolutely fallen and remained in love with every Ducati that I have ever owned and some that I have not owned but ridden and fiercely coveted (and yes that includes a V4 Pano.) but would I fall and remain in love with a V4 Multi even in PP guise?. Initially I thought no when I first rode one a couple of years ago but now I am starting to reconsider a bit – Cupids bow is maybe starting to tension. I do just love the visceral feeling of the grumpy, lumpy big v2 Ducati motors or the exciting sounds and drama of the Pano V4 models. On the Pano V4 childlike I was rolling on the throttle and giggling and then rolling off throttle just to hear the slurp and rumble of those big intake throttle bodies. I did not do that so much this time – it was so quiet and quick. Can we please have the visceral back – Please please – just to make old fashioned riders like me get on the happy hormones!

Finally, I still have my minor personal gripes about some of the decisions Ducati seems to be taking. It felt to me that the braking 'bite' had been changed from previous Multis. The front brake on the Rally felt 'soft' to me riding it on the bitumen – a different smaller master cylinder perhaps? But if so why would one do that? On dirt the rider can just accept the need to modulate the pressure more and the ABS can be dialled up to cater for that when in offroad mode. The Pikes Peak was less 'soft' on the front brake but (in my view) not as good as it could be (eg Pano). In Roo country I do love a powerful brake! (Note from Geoff – Oliver was riding my Rally. The front brake was soft – it had air in the master cylinder, requiring bleeding. Now fixed, the "bite" is back!) If I was buying a V4 Multi(which I now think is very tempting) I would rather like to be able to mix and match to self select my package a bit more. For instance as an example, I would not want to pay extra for heated grips (a safety essential in my view in winter), but would rather that there be options to add things such as radar and heated seats only if one really wanted them. This would , in my view, create an ability to enhance the 'value' feeling for purchasers. That said I am sure a good Dealer would be able to work round that small issue.

The V4 Multis are superb modern bikes and I am much more tempted now than after my first impressions a couple of years ago. BTW my V4 PP would be the traditional red, have heated grips and a centre stand and some crash protection (Bark Busters, motor protection and some axle sliders up front and – if it was near Christmas – with some exhaust audio enhancements. What was that Darryl? – tell him he is dreaming?



DUCATI PERFORMANCE & SERVICING

EXPERTS IN DUCATI PERFORMANCE, HANDLING & MAINTENANCE



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



0457 195 630 info@racecenter.com.au

WWW.RACECENTER.COM.AU

342B Albert St, Brunswick VIC 3056



DESMOTOAUGUST 2026

17

DOCV at the 1983 MRA Motorcycle Expo



Every now and then something turns up that reminds us just how much history sits behind the Ducati Owners Club of Victoria.

Peter Shearman recently came across a gem in the latest MRA newsletter — footage from the 1983 MRA Motorcycle Expo and Bill Stalker Memorial Driver Awareness Run at the Melbourne Showgrounds.

Back in the 1980s, DOCV regularly set up displays at motorcycle expos, and this video gives us a brief window into the club more than 40 years ago.

Keep an eye out for a few familiar DOCV appearances:

1:05 — A quick glimpse of the Desmo cutaway head.

8:27 — DOCV members Gary Parnaby and Jeff Maher being interviewed — looking considerably younger than some members may remember them!

21:34 — Some great footage of the DOCV stand at the Expo.

The scale of motorcycling at the time is also worth remembering. The MRA ran an annual Motorcycle Safety Month, culminating in the Bill Stalker Memorial



Gary Parnaby and Jeff Maher at the 1983 MRA Motorcycle Expo

Driver Awareness Run, which Peter recalls attracting more than 7,500 riders during an era of particularly high motorcycle registrations in Victoria.

No Facebook groups, online event registrations or GPS routes. Just thousands of motorcyclists turning up and clubs like ours putting themselves out there to promote motorcycling.

"Great times and memories." — Peter Shearman

If you've got old DOCV photographs, Desmoto clippings, videos, memorabilia or stories hiding away at home, send them through. Fifty years of club history means there must be plenty still sitting in garages, cupboards and old photo albums waiting to be rediscovered.

Scan to watch the 1983 MRA Motorcycle Expo and Bill Stalker Memorial Driver Awareness Run on YouTube:



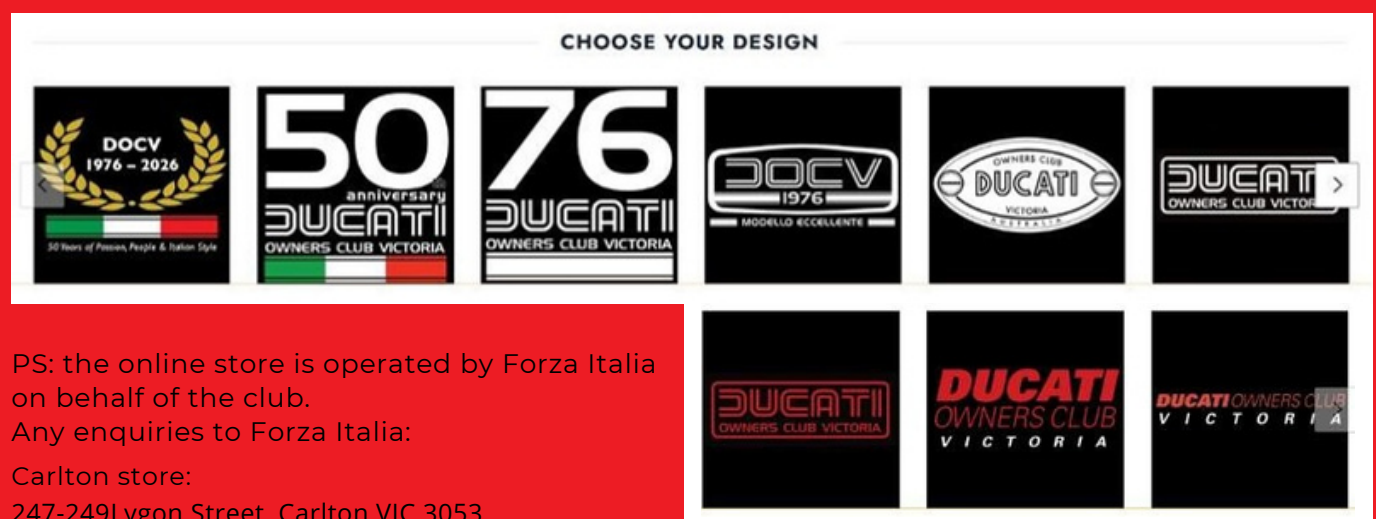
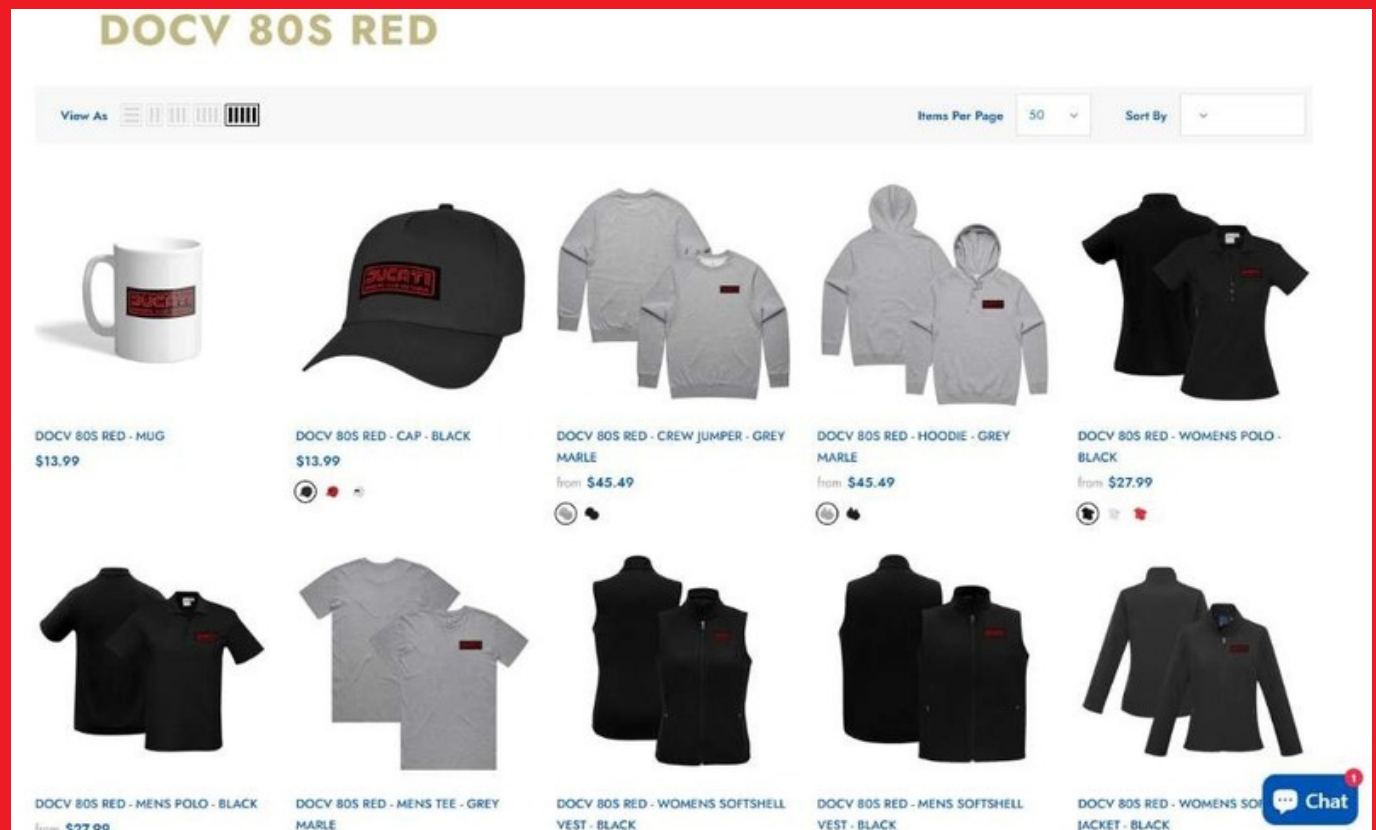
THE DOCV ONLINE STORE IS NOW LIVE!

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 Eccellente 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!



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

Any enquiries to Forza Italia:

Carlton store:

247-249 Lygon Street, Carlton VIC 3053

Phone: 03 9654 6660

Email: info@forzaitalia.com.au

Opening Hours: Mon - Sun 11am - 4pm,
closed Public Holidays

GARAGE QUEENS

Simon Bailey — An Exercise in Unobtainium



Streetfighter V4 S.



Multi Pikes Peak

There are garages, and then there are garages where

need more than an hour. I was privileged to spend no

less than three hours with Simon, as he gave me a tour of purism and perfection.

When I came up with the idea for Garage Queens, the plan was pretty simple: visit DOCV members at home, have a coffee or a beer, look at their bikes and find out what else occupies their time, money and shed space. Simon Bailey was kind enough to volunteer as my first interviewee.

It didn't take long to realise I'd seriously underestimated the brief.

The word that kept floating around my mind while walking through Simon's garage was unobtainium. Yes, these are production motorcycles that technically anyone could have bought, but very few exist in the final guise Simon creates. Every bike has been modified, refined, lightened and covered in enough carbon fibre and exotic components to make a Ducati Performance catalogue look restrained.

There are a few common themes.

They all run GP-style shifting. They've all been put on weight-loss diets to varying degrees. And every one of them appears to have been dipped in a vat of carbon fibre.

Most importantly, they're not ornaments.

As Simon put it:

"Allof themgetridden.Allofthemgetriddenas often as I can."

STREETFIGHTER V4 S — CARBON, WITH A LITTLE DUCATI ATTACHED

The Streetfighter V4 S is probably the most immediate demonstration of Simon's approach. If you like an all-black, batmanesque bike, you gotta see this thing.

It's absolutely dripping in carbon fibre.

From the BST carbon wheels to seemingly every visible piece that can reasonably — and probably some that cannot reasonably — be replaced, the bike glistens in matte carbon.

It's one of those bikes where you initially see the complete package and think that's nice, but the longer you stare at it, the more individual details start revealing themselves.

And then you start to realise just how far down the rabbit hole Simon has gone.

This isn't modifying for the sake of sticking accessories onto a motorcycle. There's a consistent philosophy running through the bike: less weight, better components and handling refinement of an already fairly outrageous and pinpoint-accurate machine.

MULTISTRADA PIKES PEAK — CHASING THE FRONT END

The Pikes Peak led us into a much more interesting conversation about suspension and handling.

Simon had found the front end slightly vague and wasn't completely happy with the feedback he was getting from it.

Rather than accepting that as simply being the character of the bike, he started trying to understand why.

One of the things he wanted was the actual spring rates Ducati had fitted to the bike so he could determine whether they were appropriate for his weight. Getting that information proved considerably harder than expected, and ultimately he wasn't able to get the definitive figures he was looking for from Ducati.

So he started experimenting.

His solution was to reduce the preload at the front while adding slightly more at the rear, changing the attitude of the bike and sharpening the way it responded.

That immediately caught my attention because I'd independently gone down a very similar path with my own Pikes Peak in an effort to sharpen its handling.

It's exactly the sort of conversation Garage Queens should uncover. Two owners arriving at similar changes because they're both chasing a particular feeling from the motorcycle rather than simply accepting the factory settings.

And, naturally, Simon's Pikes Peak hasn't stopped at suspension settings.

There's another enormous selection of carbon fibre and exotic-material components throughout the bike, but one detail particularly caught my attention: probably the most intricate adjustable handlebar arrangement I've ever seen.

Almost every aspect of the bar position can be adjusted independently, allowing an extraordinary degree of control over reach, angle and hand position. This provides Simon with just the right amount of reach for his long arms.

It's engineering jewellery, but with a purpose — finding exactly the right riding position for both comfort and control.

THE PANIGALE V4 SPECIALE — THE BENCHMARK Last, but certainly not least, is Simon's Panigale Speciale.

This is the important one.

Simon explained that the Panigale has effectively become his benchmark motorcycle.

Whenever he buys another bike and starts questioning its handling, whenever he's experimenting with setup, or even when he simply hasn't ridden for a while, he gravitates back to the Pano.

Why?

Because for him it's the neutral reference point.

It's the motorcycle he knows so intimately that he can feel every millimetre and degree of movement through his backside with pinpoint precision.

Get back on the Panigale, recalibrate the bum cheeks, and suddenly there's a reference against which everything else can be judged.

There is something interesting in that.

We spend enormous amounts of time looking at specifications, geometry, suspension settings and increasingly sophisticated electronics, but ultimately a motorcycle still has to communicate with the person sitting on it.

For Simon, the Panigale is the bike that does that perfectly. AND THEN THERE'S THE VESPA...

Before visiting, Simon had mentioned that he had a bit of a mad Vespa project to show me.



GARAGE QUEENS

I had a picture in my head of some angry vintage two-stroke with a big-bore Polini kit hanging off the side.

I was completely wrong.

It's actually a very modern four-stroke Vespa that Simon's father has been riding in his later years. Of course, being in Simon's orbit means the Vespa wasn't going to remain standard.

It has received the same attention to detail as everything else in the garage, including fully upgraded front and rear suspension, a complete Akrapovič exhaust system to let it breathe a little more freely, along with changes to the gearing and final-drive setup, with zero engine modifications.

The result, Simon assures me, is a Vespa quite capable of pointing its front wheel skyward under enthusiastic acceleration.

I went there to look at Ducatis.

I left briefly wondering whether I needed to join a scooter club.

Grazie Simon!

La passione non conosce limiti —
Passion knows no limits

— Matt



MEET ZEKE

New member. First Ducati.
Straight into a Panigale V2S.



Meet Zeke Ewen, one of the newest members of DOCV, joining us in July after purchasing his first Ducati — a Panigale V2S. Not exactly dipping a toe into Ducati ownership!

Zeke lives in Templestowe Lower and has been riding since his first bike, a Suzuki Across. Asked what his dream bike is these days, his answer was refreshingly simple: "Ducati!"

He's joined DOCV to make the most of the riding and social side of Ducati ownership and is keen to get involved in just about everything — weekend and midweek rides, overnight trips, track days, lunches and BBQs.

When he's looking for somewhere closer to home to stretch the Panigale's legs, Zeke nominates the Dandenong Ranges — when it's quiet as his favourite Victorian riding territory.

The Ducati influence has already made its way into the garage as well, with a Ducati mat and stand his latest workshop additions. And when it comes to motorcycle racing, there's only one answer to the favourite-rider question:

"The Doctor!"

Zeke grew up reading Motorcycle News and now has a rather more expensive way of feeding the motorcycle habit.

As he put it:

"Looking forward to joining the DOCV family."

Welcome aboard Zeke — we'll see you and the V2S out on a ride.



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!

Melbourne Cup Weekend 3-Day Ride

31OCT-2NOV

Ballaarat → home. Overnight ride returning Monday to avoid public-holiday traffic. Members arrange their own accommodation.

Dargo Weekend

28-29NOV

AnnualDOCVovernight weekend ride to Dargo.

December club ride

13 DEC

Savethedate; route and details to come.

DOCV Christmas Ride

21DEC

End-of-year ride through Gippsland, departing Butlers Pantry in Rowville at 9:30am.





VENTURA "MISTRAL" BAGS. Shed clean uptime! 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 restoration. Some wear and scratching on both. Tank is missing its cap and I

believe it has a covered pinhole at top left. It has both fuel taps. The seat has been re-upholstered and is missing the barrel on the rear compartment. Asking \$1200 or BEST offer. Contact Mark, Frankston North Vic. Phone 0424388974.



PANNIERS FOR SALE: off a 2018 Multi (bikewritten off). Price\$700. Contact Pino 0431 718 555



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



1982 DUCATI 900 DARMAR, \$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 Main Roads Authority number stamped into the frame. I am the 3rd owner and purchased the bike in about 2001, has been on club reg but now expired. I would say its roadworthy but may need a new front tyre. Shortly after purchasing I had a total rebuild of the motor with hi comp pistons, oversized cylinders bore, all engine casings were wet bead blasted, all alloy was high polished, front forks have been reconditioned petrol tank has been fitted with a polymer inner lining, new electrics were fitted with standard car fuses, new ignition switch, new swingarm bushes, and pins, gold x ring chain fitted, sprockets in good condition, 40 mm dellorto carbs, with associated air pods, Previous owner seems to have tried to imitate an SSD, however this bike is originally an SD 900, clip on handlebars, Bar end mirrors, Starts and goes well. Has had an extended Clutch arm fitted for ease of operation, Surflex clutch plates fitted during rebuild. Gearsack and frame included, Front Head Light chromed and mounted to suit bikini fairing. StainTune Exhaust pipes, Icon rear shocksfitted. 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 a916, any colour is OK, as it will be repainted, preferably without rust. Please call Stuart on: 0408 181 001.

WANTED VENTURA RACK

I am chasing a Ventura rearrack 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



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-offs 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.

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

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

dry on the wrong side of the road.

5. FORMATION:

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

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

6. NEW MEMBERS:

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

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



DUCATI

Ducati

DUCATI

www.docv.org