

DESMOTO

eNewsletter



50
YEARS
1976-2026

DUCATI OWNERS CLUB
VICTORIA

FIRE
away

Nicolò Bulega V4R —
WorldSBK
26 wins, 1 second
from 27 races

70
YEARS
DUCATI
EST 1956



SEPTEMBER 2026

DOCV.ORG

WINTER IN THE HIGH COUNTRY

— Local advice for
high country touring

UK & ISLE OF MAN TRIPS

— Send your Duc
to the classic TT

WINTER ESCAPE GUIDE

Where members
spend their Winters

NEXT MEETING: SEPT 15 AT THE MANNINGHAM

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,
LawrenceGibbs, Peter Sack, Stephen Frew, Ralph Green (dec), John Slater, Russ Murray.

General Meeting and Social Night held at:

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

Third Tuesday of every month (except Jan):

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

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

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

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

president's

Neil Larson

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Hi everyone,

I hope you're all well.

It's a very short Pres Report for me this month - I'm travelling in Central Australia for a month so I feel very out of touch with things DOCV and Ducati.

But there are a few themes that continue to reappear as we move from campground to campsite - that this is a big country and it's easy to get so absorbed in the circle of work, home, work that we forget to take time to explore it.

And so it is with motorcycling - the days and weeks pass unless we make a concerted effort to get on the bike and just ride. And then we wonder why we didn't do it sooner.

That's where the DOCV makes it easy - check the Events page for rides, register for one that suits, then sync it to your calendar.

Club Captain Chris and the other ride leaders have done the planning work for you. Just follow the leader and enjoy!

If there's not a ride on then keep an eye out on the club Facebook page- impromptu rides appear (Vice President Tom has just put one up), or put up a post asking if anyone is interested. It's very unusual not to get a few positive replies.

And the weather is improving!

Enjoy it out there.

Cheers,



captain's

Chris Williams

Captain Chris sends his regards from Europe — in absentia, aboard his other love, an R1300GS B-M-Trouble U — full report to come once he's back on the right side of the road 🙄





Ciao Ragazzi

August weather was mostly miserable. Cold, wet, the kind of weather that keeps you off the bike and on the laptop.

Excessive sitting and staring at the screen is bad for your back and your bike fitness, so in this issue we have an article from DOCV member, Geoffrey Fong with some Osteo Exercises for motorcyclists. This should help stretch out some aches and pains just in time for the riding season, as the weather starts to turn around.

And less than a month to go before daylight savings returns!

This issue is a bit lean on committee reports and content — a lot of people have been away.

- President Neil is somewhere in Central Australia at the moment on four wheels rather than two.
- Captain Chris has been off in Europe and sends his regards — full report when he's back in the saddle.
- I was in Thailand for a trade show and spent a spare day on a self-guided 350km backroad loop around Chiang Mai
- We've also got a couple of good reads from other members this issue. Tom's written up the year he shipped his own bike off to the Isle of Man for the Classic TT.
- And we've got some words from the locals up in Bright with their recommendations for winter touring through the Victorian high country.

Grazie, Matteo

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.

The email address for the Desmoteo 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.

treasurer's



Monthly Financials for August 2026

By Mark Dulfer

	August 2026	July 2026
Income		
Desmoto		
Events	164.77	1,175.00
Memberships	181.16	359.08
Merchandise		
Other	0.03	0.03
	345.96	1,534.11
Expenses		
Cost of Sales		
Desmoto	702.00	
Events	597.70	2,581.34
Membership		54.13
Other	1,619.56	183.29
Total Expenses	2,919.26	2,818.76
Operating Profit/(Loss)	(2,573.30)	(1,284.65)
Assets		
Cheque Account	3,775.85	7,049.55
Paypal	2,474.96	2,232.87
Debit Card	1,438.02	959.74
Cash reserve/Contingency	18,462.67	18,540.56
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	63,799.88	66,431.10

Gear review request

Bought a nice piece of gear lately? Happy with it?
Like to tell members about it? Please do!
Feel free to send us a quick 5 minute review:

- What is it? Website?
- Where to get it?
- How much did it cost?
- Why is it good?
- Suggestions for use?
- Can it be improved?



DOCV EVENTS



REFER DOCV WEBSITE
FOR THE LATEST DETAILS
<https://www.docv.org>

UPCOMING RIDES 😊

Not a lot on the calendar right now — so here's an idea: what about a Maxi Turismo through the High Country to mark the club's 50th anniversary?

Comment on the DOCV Facebook page if you'd be keen to come along — enough interest and we'll start planning it properly.

Melbourne Cup Weekend — 3 Day Ride

31 OCT – 2 NOV 2026, 9:00AM start

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

An overnight loop out to Ballarat and back via Warrnambool, returning Monday to dodge the long-weekend traffic. Members arrange their own accommodation — book early as it's a long weekend. 18 members already registered, spaces limited.

Difficulty/ease of ride: Moderate

Duration: 3 days, Melbourne to Melbourne

DUCATI OWNERS CLUB VICTORIA

SAVE THE DATE

FOIM 2027 - February 27

Festival of Italian Motorcycles



Festival of Italian Motorcycles — Saturday 27 February 2027.

The date has been locked in jointly with the Moto Guzzi Club of Victoria and other Italian marque clubs. Put it in your diaries now — more details on the venue and route will follow closer to the date.

If you have any questions in the meantime, please speak to any committee member, including President Neil at pres@docv.org



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EXPERTS IN DUCATI PERFORMANCE, HANDLING & MAINTENANCE



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Rider Health — Sore After Every Ride?

By Geoffrey Fong, Osteopath & motorcyclist of 30+ years



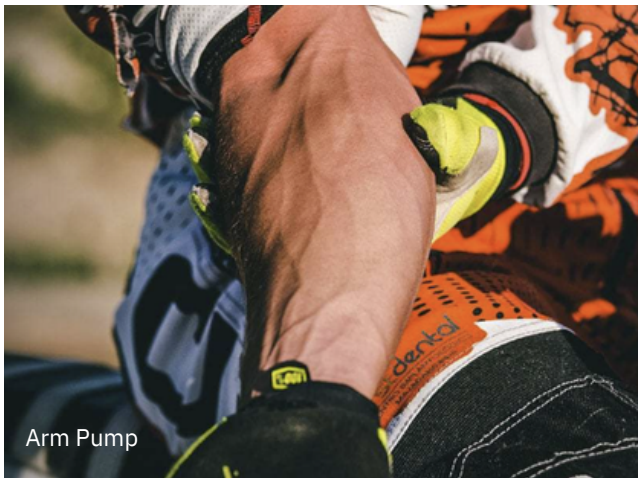
- Do your forearms ache before you've even reached the twisties?
- Does your lower back stiffen up around the second fuel stop, and your neck feel welded by the time you swing a leg back over the bike at home?
- If you've been riding a while, you know these feelings.

Most riders do.

Here's what most riders don't think about: that stiffness isn't just stealing your comfort

— it's working against your safety. A neck that won't turn properly makes a head check harder. Fatigued forearms make your reactions slower, exactly when you need them sharpest.

I've spent thirty-five years as an osteopath and thirty years on a motorcycle, so I've thought about this from both sides. The ache you've been putting up with usually has a specific, findable cause. It isn't something you just have to accept.



Arm Pump

Where it comes from

Your forearms and wrists take the load every time you twist the throttle or squeeze the clutch, especially carrying weight through your hands rather than your legs.

Your neck and shoulders carry the weight of your helmet in a forward, head-up position for hours, with vibration adding constant low-level strain.

Your lower back, hips and groin deal with a flexed riding position and gripping the tank through corners — which tightens the hip muscles, and tight hips have a habit of pulling on your knees too.

Geoffrey Fong, Osteopath — Camberwell Osteopathy. Search "Geoffrey Fong Osteopath" on YouTube for stretch videos, or visit fong.com.au / (03) 9888 6877.



Why it's a safety issue, not just comfort

Every lane change, every overtake, every blind-spot check relies on your neck rotating freely and quickly. Fatigue works the same way, just more gradually — a tired, tense body reacts slower, and a lapse in concentration on a motorcycle can be a costly mistake.

Stretching helps — but it's not the whole fix

Stretching treats the muscle that's complaining today, without explaining why it keeps complaining. Finding the actual cause — riding position, an old injury, one area overworking to protect another — is what makes the fix last.

Six stretches to start with:

1. **Calf stretch** — eases tightness from hours braced on a peg
2. **Groin/inner thigh stretch** — for muscles gripping the tank in a flexed hip position
3. **Seated lower back stretch** — for tension from long stretches in a fixed position
4. **Chest/pec stretch** — counters the hunched, forward riding posture
5. **Neck stretch** — keeps neck joints moving freely for head checks
6. **Forearm stretch** — loosens muscles worked by the throttle and clutch

Where would you rather ride?

Facebook Poll

With half the club scattered across warmer hemispheres this month, I put a question to the DOCV Facebook brains trust:

With so many members riding abroad right now, where's your favourite destination outside Melbourne — or, if you've never ridden overseas, what's your go-to local ride for the cold, wet months?

Thomas Hinton

In 2019, I shipped my bike to the UK. Had 4 weeks there and one week on the Isle of Man (for the Manx GP/Classic TT).

Cheaper than hiring a similar bike there and the best August riding I've ever had

Bruce Juniper

Townsville. Summer Tropical lows are for maintenance jobs.



Chris Hodge

Winter is dirt bike season. Smash out some single track to get all hot and sweaty. Can't tell you exactly where or id have to kiss you 🤔 🤔



UK and Isle of Man Trip 2019

By Tom Hinton

Introduction

I had a great time riding around in the UK and Isle of Man. I covered 3,600km in total over 5 weeks with 720km on the Isle of Man. It is 60km around the IoM circuit and I made a point of doing a lap every day.

On the IoM, I watched the Classic TT and Manx GP races and the various qualifying sessions from many different places around the circuit, St Ninian's, the bottom of Bray Hill, Sarah's Cottage, Barregarrow, Ballaugh, Ginger Hall and Greg-ny-baa.



Jurby airfield circuit

During the MGP/Classic TT fortnight, there is a race meeting at Jurby airfield circuit with parade laps of classic racing machinery and an extensive display of racing and road bikes in the pits. However there are just as many interesting bikes in the bike park outside the circuit.

In the UK I tended to avoid motorways, using mainly 'A' roads. The scenery everywhere was great, with such remarkably green countryside and so many old buildings. I think my favourite riding was in the Cotswolds, with undulating roads and plenty of corners.

I was travelling on my own but never without company. Whenever I was standing near my bike, people would stop for a chat. Recognising the Velocette name on the fuel tank, they would tell me about their father/brother/cousin who had one, or their own experiences.

Motorcycles seem to be accepted as a valid form of transport in the UK and of course, very welcome on the IoM.



National Motorcycle Museum

I attended Velocette Owners Club functions in both the UK and the IoM where I met visiting German Velocette owners as well.

Visiting the National Motorcycle Museum was a treat which requires a full day. All in all a fantastic trip and I can't think why I put it off for 40 years!



A few notes for anyone interested in doing a similar trip

- Shipping the bike over to the UK and back was with Bikes Abroad who make it a very simple process.
- My riding gear travelled with my bike, stowed in a shipping container and suffered no transit damage.
- Comprehensive bike insurance for the trip was with Tourinsure.
- Petrol was 95 or 97 to 99 octane all of which seems to have between 5 and 10% ethanol.
- Roughly double the price of petrol in Australia.
- For navigation I used the maps.me app on my mobile phone. It worked very well and does not need an internet connection to use. A back up battery was connected while navigating. I tucked the phone into the clear map pocket in my tank bag.
- Some of the time I stayed with friends otherwise I used B&Bs and a boarding house on the IoM.
- I booked the IoM ferry and all my accommodation in January for August **but I recommend doing it earlier.**
- The cost of shipping my bike over and the insurance for 5 weeks was slightly cheaper than hiring a similar size bike for the same amount of time.

I plan to do a presentation about this trip at the September DOCV meeting so please come along if you have any questions!



A quick 350Km loop in Northern Thailand

By Matt Rubenstein

I was recently in Thailand for a trade show and had a spare Sunday in Chiang Mai with nothing planned. I've ridden here before, almost 10 years ago and have fond memories of this not so widely known niravana part of the world, for sports touring.

Escaping the city heat — and the hustle and bustle of Chiang Mai — aboard a Suzuki V-Strom 800, picked up for less than 80 bucks for the day. I've waited some time to test ride this bike, because once upon a time I was a big raving fan of the SV650, which was my first 'big bike' and the 800 is definitely an improvement.



Getting out of my hotel and down to the bike, I found security had kindly placed a lock on the front wheel — a gentle reminder that I'd parked in a car space and wasn't meant to.

Then Kurviger, my trusted route-planning and navigation app, which I've used for a decade without a single glitch, randomly decided to start giving me turn-by-turn instructions in Thai.

After ten minutes of faffing around making sure everything on the phone was set to English, and now drenched in sweat, I headed off with a mixture of Thai and English navigation.

At some point you just have to give up and keep riding.

Big Bike Rental in Chiang Mai is Cheap, Easy and Readily Available



First impressions of the Suzuki: the engine has real character

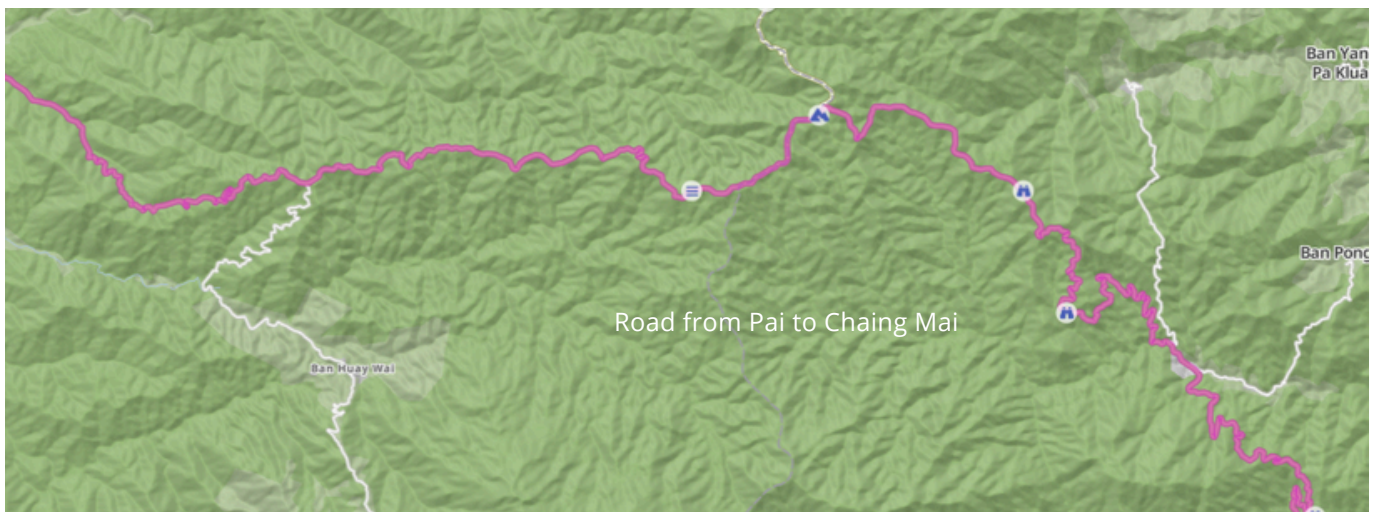
Similar to the Ténéré 700, with that awesome low-down torque — the polar opposite of the numbingly boring Transalp, which feels anaemic and offended that you misgendered it. The Suzuki's standout feature is definitely the engine, because the electronics and the rest of the bike leave a lot to be desired.

Let's just say it's not reminiscent of anything designed in Bologna, and you quickly find where it runs out of puff and cornering ability, especially with that 21" front wheel.

As for Riding in Thailand

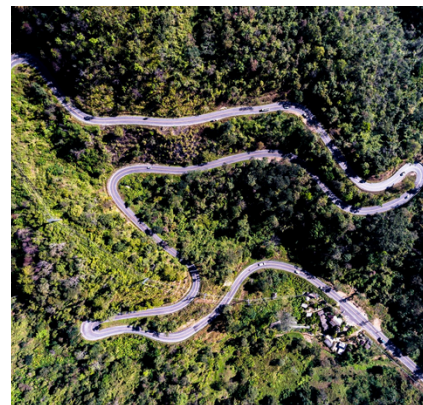
It's an odd feeling getting on a bike for the first time in a while, in a foreign country, not sure about the road conditions or the traffic. But as soon as you escape the city limits and hit that first patch of twisty road and watch the curves vanish into the forest, you suddenly feel at home.

The Thai countryside is magnificent — lush, green, mountainous, pretty beyond words. The roads are the biggest surprise: smooth, immaculately maintained, not a single pothole so far. Go deep enough into the countryside and you'll hit some dirt, but the main roads on this loop couldn't be better.





Road from Pai to Chaing Mai



Amazing Road Surfaces

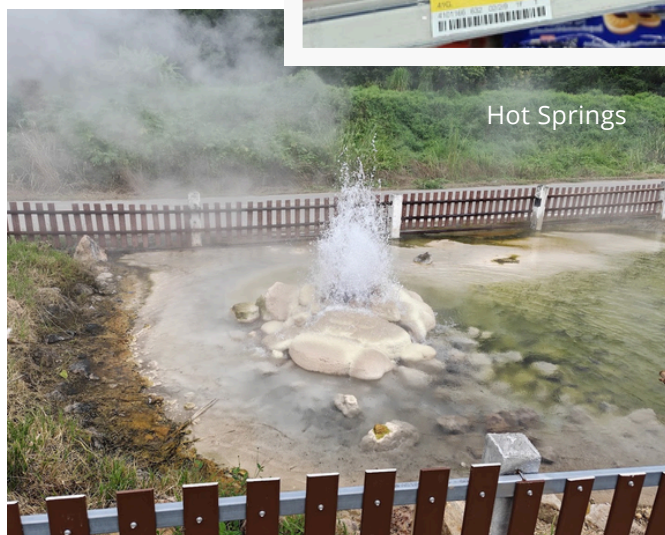
It really makes you stop and think: in a country where a complete meal costs less than two dollars, where the average person survives on so little, and where there's allegedly still so much corruption, the government manages to look after its roads better than ours — for users who don't even demand the speeds we do. What the hell, Australia!



Excellent Roads



Cheap Snacks



Hot Springs

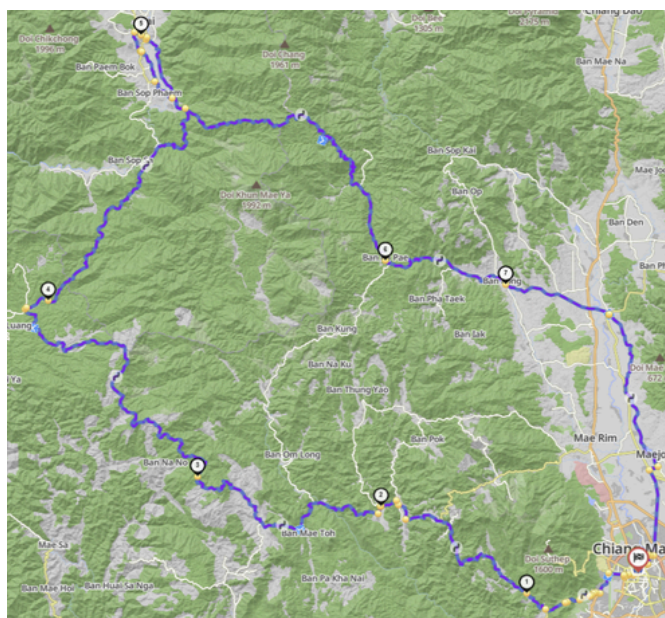
Conclusion

I'd plotted a route through some backcountry roads that looked interesting on the map, and they were — well-surfaced too. But inevitably I ran into bad weather and a lot of wet patches, so I bailed straight to Pai and rode that excellent stretch of road back to Chiang Mai instead.

That stretch happens to be one of the best bits of the famous Mae Hong Son Loop — fast, flowing, minimal traffic, excellent surface, no cops.

My conclusion: if you're in Chiang Mai and you've only got one day, don't bother with the full loop. Just go grab a pie in Pai, then ride the same road back. Job done.

-Matt



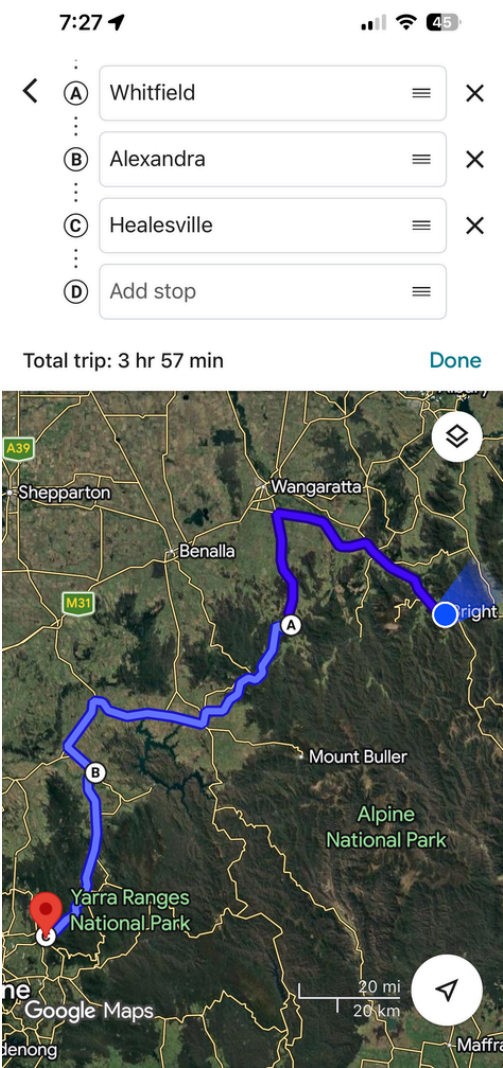
Winter in the High Country

— Gordon Sutherland and Friends' Guide to Bright and beyond

You don't need a passport for a proper winter escape. Gordon Sutherland, DOCV member who lives in Bright, VIC has put together a set of loops out of Bright that make the case for staying put in Victoria — even in the cold.

Getting there

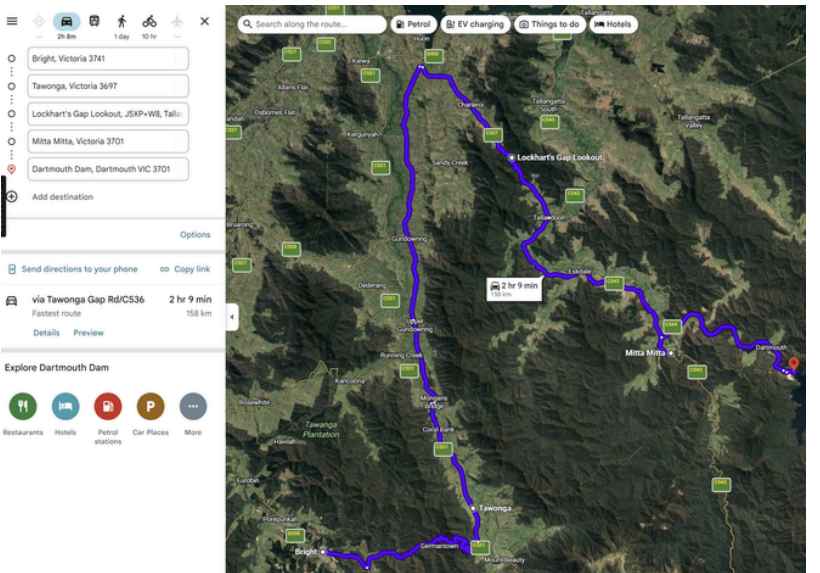
Skip the Hume. From Melbourne, head out through Healesville and up to Mansfield — stop for coffee while you're there — then over the hill through Whitfield and Myrtleford into Bright. Slower than the freeway, better in every way that matters.



The twisty one — Bright to Mitta Mitta

Out through Tawonga, then onto Redbank and Mongans Road, over Lochharts Gap and down into Mitta Mitta. There's a brewery in town, plus the pub and the general store if you'd rather keep it simple — either way, it's a good lunch stop.

From there, push on to Dartmouth Dam before heading back. Two ways home: via Tallangatta and Happy Valley Road for a drink at the Ovens Pub, or along the Kiewa Valley Highway to the Dederang pub. Either one's a fitting way to finish the day.



The caffeine-and-culture run — Bright to Rutherglen

For something a little slower-paced: Bright to Ovens, then Carols Road through Stanley to Beechworth.

From there it's Chiltern — worth a stop at the bike museum — then on to Rutherglen.

A good day for anyone who wants their riding with a side of history (and maybe a bottle of something to bring home).

Bright, Victoria 3741

Ovens, Victoria 3738

Stanley, Victoria 3747

Beechworth, Victoria 3747

Chiltern Motor Museum, 545 Chiltern-B...

Rutherglen, Victoria 3685

Choose destination or click on the map...

Send directions to your phone

Copy link

via Great Alpine Rd/B500

1 hr 39 min

Fastest route, the usual traffic

118 km

Details

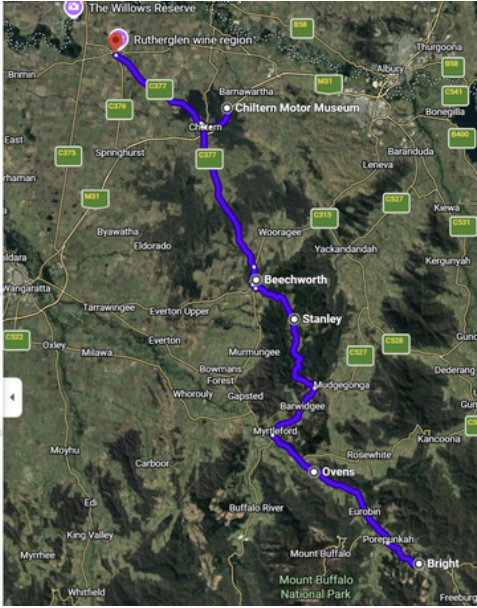
Preview

Explore Rutherglen



Rutherglen wine region

4.9 ★ (7)





The open road — Bright to Jingellic

If you want space more than corners, this is the one. Bright to Tallangatta, then Granya Gap, following the river down to Jingellic or Walwa.

Bright, Victoria 3741

Tallangatta, Victoria 3700

Granya, Victoria 3701

Jingellic, New South Wales 2642

Walwa, Victoria 3709

Guys Forest, Victoria 3709

Bright, Victoria 3741

Add destination

Options

Send directions to your phone

Copy link

via Great Alpine Rd/B500

5 hr 33 min

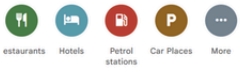
Fastest route, the usual traffic

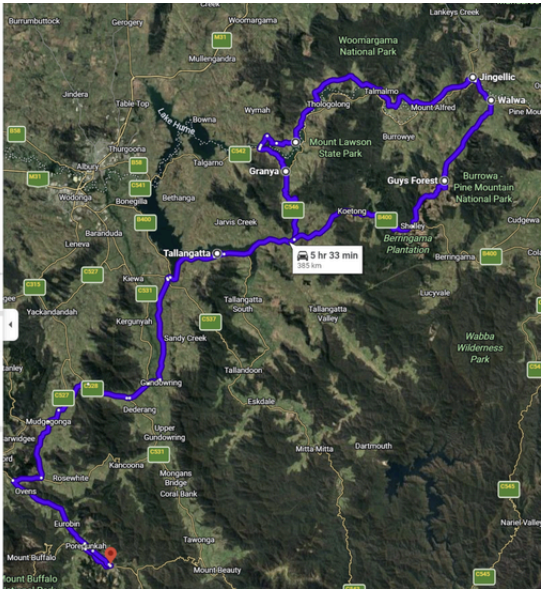
385 km

Details

Preview

Explore Bright





After lunch, loop back via Shelly Road through Guys Forest to Tallangatta and home.

None of these need snow tyres or a summer's worth of planning — just a decent jacket and a full tank. If a few of you are keen, it might be worth turning one of these into an actual club ride... To be continued?



NEWS

Corporate & Business News

- **Potential Sale:** Bloomberg reports that Volkswagen is evaluating a potential sale or offloading of the Italian motorcycle brand amid corporate restructuring led by Audi.
- **Valuation:** Financial analysts estimate Ducati's value could reach roughly €1.25 billion, though private offers from investment funds have theoretically approached higher marks. No formal sale process is officially locked in.
- **New Partnerships:** Ducati, alongside Sacs Marine and Pirelli, announced a joint high-performance boat project featuring iconic Ducati livery, debuting at the Cannes Yachting Festival.



GRAND PRIX

DUCATI SALE? DOMENICALI BREAKS HIS SILENCE: "VOLKSWAGEN IS CONSIDERING IT"

MotoGP & Racing

- **Bagnaia's Struggles:** Ducati MotoGP boss David Tardozzi confirmed full support for Pecco Bagnaia following consecutive crashes at the British and Aragon Grands Prix and struggles with front-end confidence on the GP26.
- **Bulega Dominates SBK:** Nicolò Bulega leads the field for Aruba.it Racing - Ducati following strong free practice and race performances at the French Round at Magny-Cours.



By round nine at Magny-Cours in September, Bulega's tally had climbed to 26 wins from 27 races — one shy of the all-time record for wins in a single WorldSBK season, held by Álvaro Bautista since 2023.

Coming in Ducati's own centenary year, it's hard to script a better birthday present — a manufacturer that's dominated from round one, wrapped up its title before the season was even half run, and is now closing in on a wins record that's stood for three years.



COMING NEXT MONTH

— THE FRENCH ALPS

At the end of September I'm heading off again, this time with my dad. We're doing our annual European Moto tour, this year riding from Geneva down to Nice through the French Alps and then back through the Verdun Gorge — neither of us has done that entire stretch before, but after other rides in Italy and Switzerland, with brief tastes of the French countryside, we decided it's enough to return once more!

So consider this fair warning that October's Desmoto is going to be heavy on hairpins.

And that's how we conclude this edition of 'Where would you rather ride'!

If anyone's ridden other routes this season, or before and has recommendations — passes worth the detour, towns worth stopping in, roads worth skipping — flick them through to editor@docv.org and get included in a future Desmoto.



Col de la Bonette



Verdun Gorge

New Members Welcome

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

- Keith Beard
- David Fantin
- Peter Kouts
- Bobi Presilski
- Clinton Drew
- Peter Maxwell
- Joseph Salera

We are very excited to formally welcome you on one of the club rides and the monthly club meeting. Head to Upcoming Rides on docv.org and register.

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

SEPTEMBER GENERAL MEETING

GUEST SPEAKER UPDATE

— Jade Amantea - Homegrown Aussie Stuntman has had to travel overseas for work and asked to reschedule his talk.

In his place, DOCV Secretary, Tom will be guest speaking about shipping his classic bike to the UK for 5 weeks in 2019 with Bikes Abroad.



NEXT SOCIAL MEETING

Tuesday 15 Sep 2026
The Manningham



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