

DESMOTO

DUCATI OWNERS **CLUB** of VICTORIA

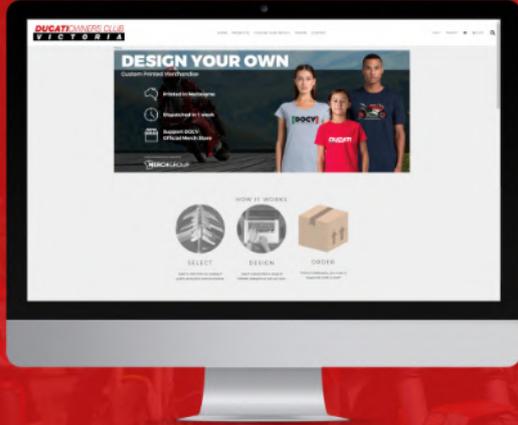
OCTOBER 2021

NEW MONSTER REVIEWED



BY A MONSTER 1200S OWNER

NEXT CLUB MEETING:
Tuesday 19 October on Google Meet
See website for details



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INDICE

OCTOBER 2021

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Reports	5
Things of Beauty	11
Exhaust cleaning	13
NEWS.....	14
Ducati Tube	19
MotoGP Aragon	22
WorldSBK Barcelona	23
Ducati 888 cutout	24
Profile – Salvador Sena	26
Profile – John Eggleston	27
MotoGP San Marino	28
WorldSBK Jerez	29
Helmet cleaning	30
MotoGP Austin	31
WorldSBK Portimao	32
New Monster review	34
Profile – Lee Wright	37
Profile – Eddie Lorence	38
Vendi	39
DOCV Events	4

MESSAGGI IMPORTANTI # 1

Ducati Corse 2021 Official Yearbook: Pre-orders with club discount available on the website, but ending soon.

MESSAGGI IMPORTANTI # 2

Merchandise Officer wanted: we are looking for a passionate member to take over the role of Merchandise Officer. Please get in touch with the committee for more details.

MESSAGGI IMPORTANTI # 3

Member profiles: if you can spare 5min, click the following link and help your Desmoto editor and fellow members by submitting a member profile for the next magazine:

<https://forms.gle/Yft9fczPGcZAflj1A>

Like to contribute to Desmoto?

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

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

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

Cover picture credit: New Monster and Monster 1200S. Photo by Geoff Zippel
Back page credit: Rob Labuc

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General Meeting and Social Night held at:

The Manningham, 1 Thompsons Road Bulleen.

Third Tuesday of every month (except Jan):

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

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

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

editoriale

Matthias Siegel

What a difference a month can make

We went back into lockdown (Geelong), then out again. Pecco won his first MotoGP race, then went on to win another one. I bought a house, and a new bike. Then sold a bike. After a dry last month we had plenty of material come in for this edition of Desmoto, and for the first time in 100 years it looks like Jonny Rea won't be Superbike champion at the end of the season.

Welcome to a bumper October edition! Or should I say the 'Geoff Zippel edition', because Geoff has been an exemplary club member this month and sent me heaps of good content, with one even becoming the cover story. The club was recently offered a new Monster (937? 950? Ducati, sort out your naming schemes!) to try for a week – thanks to Ducati ANZ, and Kiwi from Fraser Motorcycles Melbourne, who facilitated it. With everyone in lockdown, it was surprisingly difficult for the committee to find and agree on a taker who would a) be a good writer, b) interested in the bike and c) live close enough to be permitted to come and collect the bike.

As the owner of a Monster 1200S Geoff was more than qualified to test the bike and you can read his impressions in this edition of Desmoto. Definitely worth a read.

Last month I got myself a new bike as well, when my long awaited Triumph Tiger 900 Rally Pro arrived. Thanks to lockdown and plenty of rain it then took another 2 weeks before I had a chance to properly ride it, and so far I think it's amazing. A new perspective and a worthy upgrade for me from the Hyperstrada 821. I hope it opens the door for me to try more off-road riding. Definitely wish the styling of the Tiger was a little more Italian, but I won't miss the reliability issues and some of the infuriating design decisions Ducati made on the Hyper.

To make some room in the garage (and, because it had developed engine problems that I was unwilling to fix) I had put the Hyperstrada up for sale a few months ago. I only advertised it on Facebook and it triggered quite a lot of interest. In the end I found a good home for it, someone with the skills and a keen interest to fix and restore it. It was



the first time I sold one of my bikes and when I watched it being trailed away I thought this is what it must feel like to give your dog up for adoption. On reflection though, it's a relief and gives me more space for other projects, to finish the track bike for example.



Farewell Hyperstrada

Speaking of other projects, only days after my whinge in the last edition, about the stress of finding a new house, we finally found our dream house near Castlemaine. An off-grid house in the forest, only 12 months old, with a large shed. It seems perfect. Can't wait to move in and set up a proper workshop in the garage! I'm also looking forward to riding the Tiger on some of the forest trails around the house, to get confidence off-road. There's always a light at the end of the tunnel and in the end everything worked out well.

Ducati World Premiere

It's that time of the year again when Ducati announces their new bike models, and this time they are spreading it out over several months until December. The first announcement has already been made: taaaa, the Multistrada 950 is now called Multistrada V2. Read all about it in the news section later in the magazine.

Interestingly it's also already confirmed that the highlight will be the announcement of the DesertX, a Dakar-style adventure bike. Claudio must have read my complaints a few months ago about the lack of a mid-weight adventure bike in their portfolio – which ultimately led me to buying the Tiger 900. Adventure and off-road seems like a large growth market and Ducati has some catching up to do.

Even Triumph recently announced the development of a whole segment of Enduro and Motocross bikes.

Other new bikes will likely be a new V2 Streetfighter and a Multistrada V4 Pikes Peak, but stay tuned and follow Ducati on YouTube and social media to find out over the next weeks.

Ducati in MotoGP and WorldSBK

There have been a few Ducati successes to celebrate over the last weeks, with plenty of photos in the magazine. Pecco delivered two wins in a row in MotoGP, followed by a podium in the Tyre Management GP of Austin (can we have Bridgestone back please?). In WorldSBK Scott Redding continues to deliver podiums and wins. Ducati needs to buy him out of his BMW contract for next year and replace Rinaldi.

It's shaping up to be a bit of a crucial year in racing, in all series. The big debate recently has been the hard riding. Physical contact between riders is increasingly seen as acceptable, such as overtaking by ramming your opponent out of the way. Riders like Marquez and Rea have used this bully strategy to great success, but now Toprak and some of the younger riders are taking it to the next level (with terrible consequences).

I do have some sympathies for Redding when he complains about Toprak's riding, I think it's over the limit because he basically overtakes by giving the rider in front the choice between going wide or crashing, and that's no longer fair and respectful. That's my 2 cents on this issue.



Nevertheless it provides amazing entertainment in WorldSBK for us at home lately, and I'd love to see Toprak become champion and then shake up MotoGP. Overall he's a likeable character and very approachable in the paddock.

Anyway, before I digress too much I'd like to wrap up by thanking everyone for their Desmoto contributions, especially all those who followed my calls in the last edition and submitted a member profile. Much appreciated! And for those who haven't yet, remember you can [click here](#) if you'd like to see your profile in one of the next editions.

Matthias

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):

Ducati, Geoff Zippel, Salvador Sena, Lee Wright, John Eggleston, Eddie Lorence, Dirk De Maeyer, MCAS, the DOCV committee & various YouTubers.

Thanks to everybody!

Next Issue

• Do you own a very special Ducati? (Let's be honest, pretty much any Ducati qualifies...) Why not write a portrait about your pride and joy for Desmoto! Let others know what you like and don't like, what to look out for when buying one.

• Have you been on a beautiful bike trip recently, perhaps overseas (okay, not very likely)? Why not share your experience with other readers!

• Bought some useful new bike gear? Why not write a review for Desmoto!

Articles are best sent in as a PDF or Word document. Photos ideally in JPEG format, and please include them as separate files. For quality reasons larger photos are better than smaller ones.

All contributions will be gratefully received.

DEADLINE FOR SUBMISSIONS: END OF THE MONTH.

editor@docv.org



New Members

Arturo Arrarte

Marco Mandarino

Ramon Bowman

Wayne Rogers

Scott Guthrie

Salvador Sena

Michael Howden

Peter Summersby

Justin Larkin

Peter Wain

Welcome

president's report

Mel Reynolds



Can we ride yet?

Are we allowed out yet? Can we go for a ride yet? How far from home am I allowed to go? Can I see someone other than the people I live and work with yet? These seem to be the never-ending questions. The answer though is apparently not yet. Melbourne now has the title of the most locked down city in the world after well over 200 days in lockdown, I don't really want to know exactly how many days it's been, they have all blurred into each other. Remember that time at the beginning of the year when we were pretty much able to do whatever we wanted, and I squeezed in 5 track days and a road trip to Robe. And could cross the border with nothing more than completing an online border permit application. Feels like a lifetime ago.

Based on the roadmap announced recently it looks like we should be able to get riding again in November once we are allowed to go further than 25kms from home. The number of people allowed to gather will depend on vaccination status for a little while still but there is no real information on what to do if you have some people vaccinated, some people partially vaccinated, some people not vaccinated and who is obligated to check anyway. I'm trying to get some direction on this from the Department of Health as well as the Department of Sport and Rec so we can at least let everyone know what our obligations are. Everyone will make their own decision on whether to vaccinate or not but once we can get riding again we will likely run into venues where they will have requirements around vaccinations and we may very well have obligations we need to meet as event organisers. Once we have these clarified we will do whatever it is we are legally required to do, so please do not take any offence if we do have to ask your vaccination status. Of course, if we are not required to confirm this then we will not ask because it is ultimately a personal decision.

In the meantime, while we can still only travel 10kms from home, although that is going to 15kms this week, I'm happy to have found a new 50kmish loop around Werribee South, albeit adding in some pretty dodgy farm roads to my traditional loop around the beach. But it is a much more interesting ride than just to work and back. The poor old

Scrambler has only seen the freeway for the last few months. Has anyone else discovered some new roads in their own local loop? It is one way to find new and interesting places in your local area.

On Club stuff, the annual Ducati yearbooks are now available to order. Jump onto the events page to find the event to place your order. There are two pricing options depending on whether or not you need the book posted. All going well they are due to ship from Italy mid-December so you might even have them just in time for Xmas. Assuming Aust Post has got its act together by then and is delivering things in a reasonable time of course!

We also have booked a first aid course with First Aid for Motorcyclists as it is a course that specifically covers requirements for motorcyclists like how to remove a helmet, how to perform CPR where it is unsafe to remove a helmet etc. You will need to organize a USI and there is some pre-course online learning. The event is open on the events page for bookings. We need a minimum of 10 people to run the course which has a maximum of 15. We will run as many courses as we have people interested so if you are interested and the event is full please register as part of the wait list so we know if we need to schedule another. The current date is looking a little unlikely at the moment given the roadmap does not allow us to travel more than 25kms by then and the venue restrictions might be problematic. The course itself is exempt from restrictions but we are working with both the venue and the provider to work out if we can still run on the October 30 date or if we need to move it back to a November date. We'll let you know once we have that finalized.

Otherwise, while the weather is starting to get somewhat better I'll live vicariously through our regionally based members who can get out and ride until we can join you. Fingers crossed it won't be too long now!

Stay safe everyone 😊

Mel

il rapporto del capitano

Geoff Salmon



Another month gone and another batch of rides cancelled. If there is one upside it is having plenty of shelved ideas to recycle next year. The latest casualty is Neil's Jaunt to Euroa, or at least the idea of running it as an overnighter. It became too awkward. The date is on the cusp of 80% full vaccination, which allows for a worthwhile cap, but finding confidence to book a sizable chunk of Euroa's accommodation, weeks in advance, is difficult. I concur with Neil's decision to empathise with the motel and to make it a day ride. It could still be a big one where we "get the band back together" so keep an eye on the calendar.

It is risky to conjecture on the calendar further. We seem likely to track Dan's 'Roadmap' while our hospitals are coping however at time of writing (30/9/21) Victoria missed the 70% double jab target and overtook NSW in new cases for the third day running. I don't want to be a tank half-full kind of bloke but a week is a long time in politics and the road out could include the odd diesel patch or gravelly corner. For the moment, Dargo is set with a full complement in early December and that is a pleasing prospect - overnight rides are always the best. Meanwhile I am trying to keep the calendar current and registrants will be notified if anything bad develops.

So, how to fill the rest of this? A piece of Carlton graffiti I remember read "reality is a state of mind induced by insufficient alcohol in the blood stream". I found it amusing as a student and Naughtons patron at the time. A corollary is "classic bike ownership is a delusion induced by too many lockdown reds in the garage".

In terms of motorcycle fulfilment, last year's lockdown was spent planning wannado trips, repairing the ST2 (after an 80 kph slide) and servicing/ accessorising both my bikes to the point of silliness. It kept me occupied but left little to do this year given the low mileage achieved since. One night the irresponsible angel slurred: "Get a classic!" It's an

appealing urge that I have had more than once. What the hell, it's only money, you can't take it with you....I considered the usual justifications to overcome decades of conditioning as a frugal family guy. The idea led to quite a few hours of research, conversation and joining various Facebook groups but my sober conclusion is once again the same. Anything worth owning is not cheap, is unlikely to get ridden much, and will probably cost more than expected whether it is ridden or not. I apologise that this is a non-story but I have found inner peace. The motorbike budget will be directed toward active riding, not collecting, and I hope to attain a higher state of Zen with one less, underused possession in life.

In a related tangent (oxymoron?) I am starting to understand that adventure bike ownership is more than power slides and obstacle jumping with panniers. I don't have those skills but find myself attracted on other fronts. There is a lot of south-east Australia to explore by motorbike that is not bitumen. There are whole routes, such as Barry Way, general destinations like Flinders Ranges, and countless variations and side trips. Tasmania is loaded with wayside points of interest, as well as a complementary network of well-constructed logging roads. Then there is the escape from riding the same old roads around Victoria, and especially the "nannyied" experience of most rides within cooee of Melbourne. A dirt-friendly tourer with 80:20 tyres increases in appeal with each encounter of "New Speed Limit", deserted "Roadwork 40" signage, endless stretch of wire rope barrier or solid centre line, low range speed trap and inattentive/discourteous driver.

I won't be giving up road going Ducatis any time soon, of course, but fun and freedom has been in decline and I see adventure riding as a way to reclaim it. This is a disaffected tone to finish on but a good lockdown will do that!

Geoff

treasurer's report

Evan Rubenstein



Another month in lockdown with little going on. Over the past two months, the 2022 Tiger Hunt and the Dargo Weekend trips generated \$12,665 of income. Both are over subscribed. These events do not have any fundraising function and so all of this revenue will be paid out in expenses incurred in running them. Hopefully they will actually happen! From my point of view, it's a lot easier to pay these expenses than process all the refunds if we don't.

The "other" category in the income statement is money collected for the Ducati Corse Yearbook and first aid courses.

For the first time in the clubs history, from 1 October, we are prorating new membership fees. In the past, we had a marked downturn in new memberships applications as the year wore on, as new applicants, quite reasonably, held back until the new membership year began before joining. Now new members will get full value for their membership at the rate of \$7.42 per month.

Evan

	Sept 2021	August 2021
INCOME		
Desmoto	0	0
Events	2,765.00	9,900.00
Memberships	667.50	594.00
Merchandise	333.08	0
Other	980.13	0
Total income	4,745.71	10,494.00
EXPENSES		
Cost of Sales		
Desmoto	595.00	704.00
Events	0.00	0.00
Membership	0.00	0.00
Other	229.73	941.71
Total Expenses	824.73	1645.71
Operating Profit/(Loss)	3,920.98	8,848.29
Assets		
Cheque Account	46,738.73	47,000.65
Paypal	5,253.63	731.08
Debit Card	1,211.26	1,247.47
Cash reserve	17,010.09	17,009.82
Term Deposit 2	5,272.25	5,272.25
Term Deposit 3	5,281.60	5,281.64
Trade Debtors	2,402.73	2,402.73
Other Assets	2,013.60	2,013.60
Net Assets	85,183.89	80,959.20



CAN YOU GUESS THE MYSTERY CLUB IDENTITY?
Find the answer on one of the following pages.



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?



lettera delsegretario

Peter Kardaras



About time

Well, what a long yet short month it has been. And before I am accused of people pleasing or fence sitting or having a split personality, let me explain. September in General, was a month of firsts or new beginnings that were a long time coming....

Daniel breaks the drought at last!!!!

The popular Aussie F1 driver brought his Maclaren home in Italy for a 1-2. And I thought it would be worth a mention, not because of the ups and downs from leaving a winning team to go through a not so good team and then to have to adjust at Maclaren, not even the toe-jam flavoured shoe that he now has made a tradition amongst other drivers. But his interview after that first win, said it all. About time! The only answer to his critics.

Pecco on Top..finally

It was the young Italian's turn to score his maiden MOTOGP win (or two) on a factory Ducati and his what stuck with me was not the impeccable races he won from pole, the defence he put up to his challengers, the speed of the Ducati's or the enthusiasm of his team when he crossed the line. The smiling young Pecco, did what every Italian male who knows what's good for them and thanked his girlfriend for putting up with him throughout this period. Smart move my friend! You will go far....



Multistrada V4 pikes peak...at last!!!!

And yes, I mentioned it last year as a pipe dream when the V4 was presented to the world, I also asked for it as a wish when I was lucky enough to ride one in March, but it looks like that the Multistrada V4 Pikes Peak is a reality. It may already be presented by the time you are all reading these lines, but Ducati have listened to the market once again and given guys like myself a "burger with the lot" meaning, all the V4 Multistrada goodness mixed with Ohlins, single sided swingarm and 17 inch wheels, before adding plenty of carbon to the mix. I cannot wait to see the final product, hoping that it is even more powerful than the current version...just because...



New horizons even on the professional front... at last!!

The last few months have been rather interesting on the employment front. For those of you who know me, after a long stint in the corporate world and a bit of a hiatus in late 2019, I started my own consulting business, providing advice and guidance to a variety of clients. However fun and rewarding this was, in late April this year I made the decision to re-enter the corporate world. -Who cares? one may ask, well I am not writing these words every month for you- keep scrolling to the next article. For those that have kept reading, the reason for my decision can relate to my role in the committee. The two, at least, meetings per month, along with the teamwork I have been part of as the club Secretary the last year or so, reinforced my preference

in working as part of a team, that implements plans and sees them through, not just sets them and walks away.

So, the last few months had been filled with Zoom meetings, interviews, shortlisting, psychological evaluations, final interviews, letdowns, rejection letters, ghosting by hiring companies, job offers made, job offers withdrawn, COVID related freezing of the process, NDA's and an "intimate" understanding of the recruitment world. These 5 months, felt like 3 years, those of you who have "Searched" new roles or are doing so will understand, but I guess everything happens for a reason. I have re-entered the Lock and Security industry, in a role where I can draw from my whole working career. The real fun begins...as I really thought I was out of it in 2017.



Vaccinated economy- at last?

And while we are racing towards the percentages that are mandated by government to allow us out an about, I am not going to make a point for or against the vaccine. As a vaccinated individual since last May, I am sure you can all read between these lines. As for what the economy will look like moving forward. Yes, we are about to exit our homes in an organised manner, yes, we will be allowed to congregate, meet, eat, drink, play sport, even go to the office in work clothes! But rest assured, the new rules will in the short term affect how the club congregates as the rest of the world has rules around vaccinated and non-vaccinated individuals. Let's see what advice the health department gives us closer to the opening days and I am sure that the committee will do its best to get us all back safe into DOCV activities. I am looking forward to that first haircut and after that, finally not having to style my hair with product like John Travolta in Grease. Watch this space...

Dramas with the Darmah... No news...

The extended lockdown has not allowed me to do anything with the Darmah that would update last month's status. It is still awaiting the freedom to be test ridden by Lance so I can see it safely back in my garage.

Ciao Ragazzi!

Peter



2006 Ducati Paul Smart 1000LE

relazione della vicepresidente

Rachael Alexander



Well, just like that, another month has gone by, and for the majority of us, it has been another month in lockdown.

Whilst Orlando and I are not in lockdown at the moment, we still have not ridden since that brief shining moment of joy of the run down to Lorne that I wrote about last month. Our exile has been imposed by the need to make our current abode functional, liveable and less hovel-like. Thanks to lockdown or restrictions on people coming into your home, we have lost our volunteer workforce. Plus, there is the elements.

It had slipped my mind how windy spring is in Torquay, but it all is coming back to me now in flashbacks of blood, sweat and tears of my time in the saddle. This was when I rode a bike of another sort (the non-motorised type). You would head out as you struggled against the constant wind, peppered by sudden gusts that either pushed you backwards or into a list sideways in an effort to have you sprawled on the ground with your feet still stuck in the clip-on pedals.

Things do not work when you are on the ground the same way as when you are vertical so it would have been a most ungainly look as I struggled to free my feet and to right myself, a real fish out of water. A bit like a puppy who has not yet encountered a situation where they must go backwards, so they get stuck for a while until either mum rescues them or they are able to figure out how to reverse.

You would tell yourself that if you have a headwind going out, then it would be logical to expect a tailwind on the home run. Unfortunately, there is nothing logical about the winds of spring, so if it did not swing to a head wind it would at least be a side wind that taunted me as I pushed the pedals.

Aside from the usual DOCV committee action, there has been a bit extra going on this month. Orlando is organising his first overnighter, The Spectacular Surf Coast Ride, much to Captain Geoff's delight. It is over 26 and 27 March and our accommodation is in Apollo Bay. While the exact route has not been fleshed out yet, you can rest assured that there will be plenty of research and planning that goes into the road selection. It is this type of situation when the 'engineer' in him comes to the fore and everything is systematically planned and selected, then tested and retested.

I am quietly praying that the road selection does not include Turton's Track as I hope I never have to ride it again. The last time I did the road was wet, slippery as a politician, covered in debris with plenty of cars and 4WDs that came around corners on the wrong side of the single lane, with no white line down the middle road. I think there might have also been roadworks along there too so there was also gravel to contend with. It was a quadrella and then some of situations where my brain flashes 'avoidance is key'.

Oh well if I **MUST** do it again, I can chalk it up to experience, but I do apologise in advance to whoever the tail-end Charlie is, which will most likely be the best TEC in the business, Armando Mercuri. He volunteers to be a TEC on every DOCV ride he participates in and does a great job of it too. I hope to be able to see his smiling face in person soon. I bet he is very, very keen to get out and about on his motorcycle too.

Stay safe folks and remember if you can give somebody a leg up in these times, then do so and if you need a leg up for some reason, reach out and do not be afraid to ask.

Rachael

Happiness is a clean zorst

By Geoff Zippel

After apparently decades of being locked up, it seems a number of us are actually so freaking bored that the idea of cleaning years of grime off that scummy exhaust pipe actually has some appeal. Would it be interesting to see what colour that pipe should really be? Sad to say, I got to that point.

After a solid two minutes of metal polishing had failed to transform the cruddy twists into gleaming stainless, the novelty had worn off. What the hell am I doing here? Is this what life has become? Of course by now I had one little shiny patch amid a mass of crud, and zero interest in finishing. Only one thing to do to avoid actually doing something. Time to head inside to consult Dr Google for pro tips and lazy-person solutions.

After intensive research involving reading back copies of Desmoto, watching a few GP's, and trolling BikeSales, here's what I actually learned about how to transform your exhaust in two beers or less (or a six-pack if easily distracted):

1. Head off to the supermarket and study the toilet cleaner shelf. Seriously, toilet bowl cleaner! Seems the important bit was to find an acid-based cleaner and not a bleach. What you're looking for is one with a weak acid as the active ingredient. The Google experts all recommended Harpic Max 10, which is a 10% Muriatic (HCl) acid solution. We obviously don't give our S-bends the same levels of abuse as our international friends; best I could find in my local supermarket was "Bref 10x", which has 6.2% Formic acid as the active. Back home for a chemistry lesson to ensure this would be ok as an alternate. Formic (H₂CO₂) is the simplest carboxylic acid, and one of the weakest acids. Of course if I had spent the time I wasted on the web and in the supermarket actually polishing, the job would now be done..
2. Give the exhaust a vigorous wash with good detergent and firm brush to remove surface road scum
3. Quick dry off, then get out the gel toilet cleaner and your toothbrush, and give the pipes a good coating. Spread the gel liberally over the stainless-steel pipes and leave to do its magic. I taped a garbage bag between exhaust and engine to protect the engine finish, but from a few wayward splashes it didn't appear to make any impact
4. Give it 10 minutes to do its stuff, scrub with the toothbrush, then a liberal hose down. The toilet cleaner



Before



After

actually took a lot of the baked-in road crud off, but pipes were still dull

5. Back to the laundry to raid the Chux supply. Cut it into 50mm wide strips, and fold lengthwise. Big dob of AutoSol metal polish on the pipes, wrap the strip around the pipe, and go to town with your best flossing action. The coarse Chux and AutoSol ripped off the scum. It clogs quickly, so replace regularly
6. That old DOCV t-shirt has seen better days – put it to use. Once the pipe is clean, a final polish with a soft cloth brings up the magic.

I was surprised at how well it came up without pulling the exhaust off, and given the limited time and effort applied. Might not win you the concours d'elegance, but pretty smooth result for a quick scrub!

Pro-tip: The polish has an odour until it burns off. Make sure to get in first to blame others for the smell.

Caveat emptor: this worked for the guys on YouTube, and worked for me. If you melt your exhaust or acid-burn the dog, it's your fault. I take no responsibility for failure, but full credit for success.

PRODUCTION OF THE PANIGALE V2 BAYLISS 1ST CHAMPIONSHIP 20TH ANNIVERSARY HAS STARTED IN BORGO PANIGALE

- The special version of the Panigale V2, created by Ducati to pay homage to the legendary career of Troy Bayliss twenty years after winning the 2001 Superbike World Championship, will be available in Ducati dealerships starting from October
- Produced in a numbered series, the bike is characterized by the celebratory livery that recalls that of the Ducati 996 R of the first World Superbike title won by the Australian rider
- Equipped with Öhlins components and embellished with details that enhance its sportiness, the Panigale V2 Bayliss 1st Championship 20th Anniversary has already entered the hearts of Troy fans around the world



Borgo Panigale (Bologna, Italy), 15 September 2021 -

Production of the Panigale V2 Bayliss 1st Championship 20th Anniversary, the numbered series motorcycle that Ducati has built to pay homage to the legendary career of Troy Bayliss twenty years after his conquest of the 2001 Superbike World Championship, has begun at the Borgo Panigale factory. Starting from October the bike will be available in the Ducati network dealerships.

This unique model immediately entered the hearts of Troy fans around the world. In fact, since the first days after the presentation at the WSBK race in Assen, the bike has been ordered by many fans, already covering a large part of the production for the coming months.

Presented in an episode of the 2022 Ducati World Première that featured Troy Bayliss as a protagonist ([link to the video here](#)), the "Bayliss 1st Championship 20th Anniversary" version is made starting from the base of the Panigale V2 and is characterized by the celebratory livery, whose graphics are inspired by those of the 996 R which in the 2001 season powered the Australian rider to the first of his three world titles, revisiting its colours and cuts. Ducati red is the main colour of the bike and joins green and white in a tribute to the Italian character of the Bologna-based motorcycle manufacturer, while the iconic #21, Troy Bayliss' race number, and the Shell logo, which visually strengthen the link with the racing bike, stand out on the sides and the front. Troy's autograph is reproduced on the fuel tank, while the billet aluminium triple clamp shows the

name of the bike and the progressive numbering of this unique model.

To make the bike even more effective in track riding, Ducati has chosen to equip the Panigale V2 Bayliss 1st Championship 20th Anniversary with Öhlins components. The NX30 front fork and TTX36 rear shock absorber guarantee maximum smoothness and are designed to achieve the best performance on track, with a set-up that makes the bike more precise and offers the rider greater feeling and greater support in all riding phases. The steering damper, thanks to the adjustments it is equipped with, allows you to customize its calibration by adapting it to the riding style and the characteristics of the circuit.

Compared to the standard version, the Panigale V2 Bayliss 1st Championship 20th Anniversary is also 3 kg lighter, thanks to the adoption of a lithium-ion battery and the choice of the single-seater configuration that explicitly recalls the look of the racing bike (passenger seat and footrests are available in the supplied equipment).

The equipment is completed by the sport grips, the silencer outlet cover in carbon fibre and titanium and the rider seat made by combining two different technical materials with double red stitching. Troy's number 21 is embroidered on the saddle in white, and together with the two vertical green and red bands, makes up the Italian flag.

On the [Ducati.com website](#) there is all the information about the Panigale V2 Bayliss 1st Championship 20th Anniversary, while the dynamic video of the bike is available on the [Ducati YouTube channel](#).

THE DREAM BIKE FOR EVERY DUCATISTA: HOW DUCATI PERFORMANCE ACCESSORIES ARE BORN

- The process that leads to the creation of all Ducati Performance accessories follows the same rigorous steps that are taken in the development of a Ducati motorcycle
- Designed by the Centro Stile Ducati, the numerous accessories in the catalogue guarantee a combination of functionality and aesthetics
- On [Ducati.com](https://www.ducati.com) the [online configurator](#) is available that allows Ducatisti to choose their favourite accessories and make their bikes unique



Borgo Panigale, Bologna, 17 September 2021

Making a bike unique through customisation is an opportunity that many Ducatisti take on with passion and expertise.

The accessories in the Ducati Performance catalogue are made by Ducati with the ultimate goal of giving enthusiasts the chance to show off the best side of their Ducati through products that possess the values of quality and attention to detail that characterise the brand on a global level.

Each Ducati Performance accessory is an integral part of the project of the bike for which it is designed, and in fact, the process that leads to its creation follows the same complex and rigorous steps that the development of a new bike goes through in Borgo Panigale. There are many accessories available in the catalogue and they can be viewed in the [dedicated section of the website](#) or through the [online configurator](#), which allows you to create the Ducati of your dreams and contact your nearest dealer directly to order the items.

The process that leads to the production of Ducati Performance accessories begins in parallel with that of the Ducati model for which they are created. The development phases are the same as the ones the designers go through when studying the design of a new motorcycle: it all starts with a pencil and a sheet of paper with hand-drawn sketches, which are then scanned and retouched on the computer. After choosing the best proposal, this is mathematized, often also through the use of 3D printing, and then the "clinic model" (a full-size mould) is created, so that it can be mounted on the bike to verify its quality and aesthetics and, once final approval has been received, its industrialization can go ahead.

The timing needed to develop a Ducati Performance accessory varies according to its use. In the instance of the

side cases, which are integrated directly on the bike and for this reason undergo further technical and stylistic considerations, the manufacturing process is complex and meticulous and the creation of the mould by the supplier alone can take several months. On the other hand, for other components such as elements made of solid aluminium, production times are a few weeks.

The example of the side cases is also useful for understanding the attention and control that precede the industrialization of a Ducati Performance accessory. After the approval of the style, in fact, the cases undergo a series of tests for strength, waterproofing and durability, conducted in collaboration with the R&D department. Only afterwards do long dynamic tests begin, which put the accessories through a simulation of the use that they will be subjected to in daily life.

Ducati Performance accessories are produced in collaboration with leading companies in the sector in order to achieve the best possible level of functionality and aesthetics. For example, [Ducati has collaborated with Akrapovič](#) in the creation of two co-branded accessories to further enhance the sporty side of the new Multistrada V4: a racing-derived exhaust unit and an approved silencer. Both components are dedicated exclusively to this model and have a unique design that fits perfectly with the motorcycle.

A video is available on the Ducati YouTube channel ([link here](#)) in which the Director of the Centro Stile Ducati Andrea Ferraresi and the Accessories Project Manager Lorenzo Uliani describe the process of creating Ducati Performance accessories in even more detail. The video highlights how every single accessory is a further opportunity for Ducati to convey to its fans, right from their first contact, all the ability, style, sophistication and passion that are applied to every project at Borgo Panigale.

GP TEAM REPLICA 21: THE PERFECT CLOTHING LINE TO CELEBRATE DUCATI'S TRIUMPH IN THE GRAND PRIX OF MISANO AND THE RIVIERA DI RIMINI

- The clothing line dedicated to Ducati Lenovo Team fans consists of a sweatshirt, polo shirt, t-shirt and cap, and allows them to wear the colours of Ducati heroes
- The collection includes a series of exclusive products personalised with the logo and number of official riders Francesco "Pecco" Bagnaia and Jack Miller
- The products of the GP Team Replica 21 clothing line are available in the online store and in dealerships in the Ducati network



Borgo Panigale (Bologna, Italy), 21 September 2021

With the 2021 MotoGP World Championship season in full swing, and the Ducati Lenovo Team just back from two extraordinary consecutive victories obtained by Francesco Bagnaia on the Aragón and Misano circuits, Ducati presents the GP Team Replica 21 clothing line: a collection of lifestyle garments designed for the fans who want to wear the colours of their heroes and the team during races or in their daily life.

The GP Team Replica 21 line consists of a coordinated sweatshirt, polo shirt, t-shirt and cap, which faithfully reproduce, in colours and style, the clothing worn by the members of the Ducati Lenovo Team in the paddocks of the MotoGP World Championship circuits.

This collection is made even more exclusive by the presence of a series of products customized with the symbols of the two official team riders: Francesco Bagnaia and Jack Miller. The patches and prints with Bagnaia #63, Miller #43 and the riders' logos are integrated on the t-shirts and sweatshirts proposed in the classic Ducati Corse shades and made from high quality materials.

More information on the GP Team Replica 21 clothing line is available in the [dedicated section](#) of the [Ducati.com](#) website. The products can be purchased on the [Online Shop](#) or in dealerships in the Ducati network.



DUCATI WORLD PREMIÈRE 2022: FROM 30 SEPTEMBER THE SEASON FOR THE INTRODUCTION OF NEW DUCATI PRODUCTS WILL BEGIN AND WILL CULMINATE ON 9 DECEMBER WITH THE NEW DESERTX

- Every two weeks starting from Thursday 30 September at 16:00 CEST an appointment dedicated to the new models of the Borgo Panigale manufacturer for 2022
- All the episodes of the Ducati World Première 2022 will be available on the [Ducati.com website](https://www.ducati.com), on the [YouTube channel](#) and on Ducati's social networks
- The new DesertX, shown as a concept bike in November 2019, will be presented to enthusiasts all over the world on December 9th

Borgo Panigale (Bologna, Italy), 23 September 2021

The first appointment with the Ducati World Première 2022 web series will be held on Thursday 30 September at 4.00 pm (CEST): an episodic journey through which the Bologna-based motorcycle company will show the new models of the 2022 Ducati range to fans from all over the world. All episodes will be visible on the [Ducati.com website](https://www.ducati.com), on the [YouTube channel](#) and on Ducati's social networks.

The season will culminate on December 9, 2021, when Ducati will unveil the long-awaited new bike: the DesertX.

The DesertX is Ducati's new Adventure bike, designed to offer great off-road capabilities thanks to an all-new chassis designed around a 21" front wheel, and it will harness the performance and reliability of the liquid-cooled 937 cc Testastretta engine.

Whether it is exploring the hills behind your home, braving the desert or discovering new mountain trails, the new Ducati DesertX is the bike that will allow riders to make their most adventurous travel dreams come true.



Below is the calendar of all the episodes of the [Ducati World Première 2022](#) web series:

- **September 30, 2021: Ducati World Première - Episode 1 | Your everyday wonder**
- **October 14, 2021: Ducati World Première - Episode 2 | Mark your roots**
- **October 28, 2021: Ducati World Première - Episode 3 | Rule all mountains**
- **November 11, 2021: Ducati World Première - Episode 4 | A new Fighter in town**
- **November 25, 2021: Ducati World Première - Episode 5 | The evolution of Speed**
- **December 9, 2021: Ducati World Première - Episode 6 | Dream Wilder - DesertX**

The complete Press Kits of the models revealed in each episode will be available on [Ducati Media House](#) starting from the first minutes of the episode.

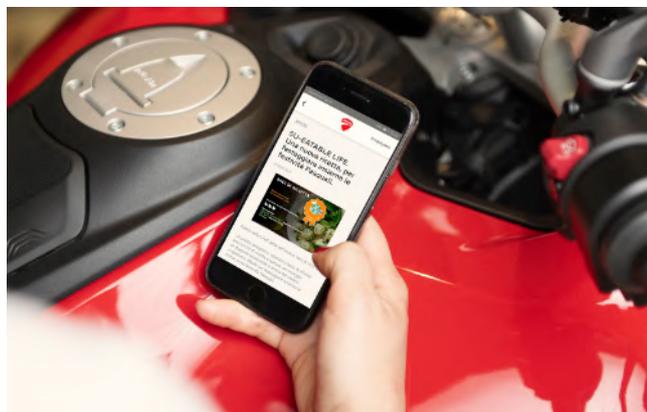
DUCATI PERMANENTLY ADOPTS THE EUROPEAN PROJECT SU-EATABLE LIFE FOR SUSTAINABLE NUTRITION

- **Ducati protagonist of a round-table on sustainable nutrition as part of All4Climate - Italy 2021, in which it was presented as a case study for the success achieved in the development of the European project SU-EATABLE LIFE**
- **The program aims to inspire people to make healthy and sustainable food choices, starting with meals consumed daily, bringing sustainable menus to the canteen**
- **"Ducati will continue to work so that the principles and guidelines of the project are a permanent approach in the company canteen" said Claudio Domenicali, Ducati CEO**
- **Based on the data collected in the experimentation, Ducati can estimate an annual saving of up to over 30 tons of CO₂ and equivalent to 23 million litres of water**

Borgo Panigale (Bologna, Italy), 29 September 2021

Ducati has been taking part in Food4Climate, a round table on sustainable nutrition as a strategy to mitigate climate change organized by the SU-EATABLE LIFE consortium. The event took place as part of the All4Climate - Italy 2021 initiative, a format promoted by the Italian Ministry of Ecological Transition.

During the meeting, Ducati was presented as a best-practice case regarding the development of the SU-EATABLE LIFE project, led by the Barilla Foundation and developed with GREENAPES, Wageningen University and The Sustainable Restaurant Association. The program, funded by the European Union, aims to inspire and educate people to make healthy and sustainable daily food choices starting with meals consumed in the canteen, with the long-term goal of contributing to the reduction of greenhouse gas emissions and water saving.



Claudio Domenicali, Ducati CEO, participating in Food4Climate, confirmed the company's commitment to the project: *"The Su-Eatable Life project represented an important opportunity for us at Ducati to involve and raise the awareness on the issue of climate change, giving us the opportunity to reflect on the fact that even simple daily behaviour and actions, such as choosing what to eat, can contribute positively to environmental protection. It is our intention to continue working so that the principles and guidelines consolidated during the experimentation of the project become a permanent approach in the company canteen and a reference for the daily life of each one of us"*.

With coordination by the Barilla Foundation and the other project partners and the collaboration of Felsinea Catering, Ducati took part in the testing phase of the SU-EATABLE LIFE project. The path taken saw the revision of the company canteen menu and the start of an internal communication campaign that made employees aware of the link between food and the environment.



NEWSNEWSNEWSNEWSNEWSNEWSNEWSNEWSNEWSNEWS

The data recorded during the experimental phase are particularly significant: in fact, a net saving of 0.26 kg of CO₂ (carbon footprint) and 186 litres of water (water footprint) per person at each meal was obtained. Multiplying these numbers by all users of the Ducati canteen, in one year the achievable savings amount to more than 30 tons of equivalent CO₂ and about 23 million litres of water, which is the equivalent of the emissions produced by seven trips around the world by plane and of the water needed to fill nine Olympic-sized swimming pools.

Prof. Riccardo Valentini, project coordinator and Full Professor of Ecology at the University of the Tuscia, said: *"The results obtained by Ducati are fully in line with the objectives of the SU-EATABLE LIFE project and with the European climate strategy. The goal of SU-EATABLE LIFE is to demonstrate that a sustainable diet benefits both people's health and the environment. If the results obtained in Ducati during the experimental phase were replicated on a European scale considering a medium-long term time horizon, the proposed approach could significantly contribute to achieving the European goal of reducing CO₂ emissions by at least 55% by 2030".*

During the Food4Climate meeting, Angelo Salsi, Head of the LIFE Program of the European Union, also intervened, highlighting the validity of the approach adopted by SU-EATABLE LIFE: "The SU-EATABLE LIFE project touches on every aspect of our diet and provides important and valuable lessons for all. It directly affects our daily life: when we sit at the table, whether we eat at home, in the restaurant or in the canteen, we can influence the way in which climate change will evolve in the future. Every element counts in this path".

The success achieved in this experimentation phase, the enthusiasm shown by the employees and the benefits gained from the new sustainable approach have convinced Ducati to definitively adopt the principles of the SU-EATABLE LIFE project.

This is for Ducati just one of the many activities about a sustainable future, in fact there are many projects that the company puts in place to support the environment. All the initiatives are available on the [dedicated section of the Ducati website](#).



**New Monster 950 with Termignoni Exhaust.
No Baffles / db Killers = Awesome sound**
<https://www.youtube.com/watch?v=P77yIrUVwo0>



Ducati World Premiere Episode 1 | Your Everyday Wonder
<https://www.youtube.com/watch?v=MBqM0XeDCpw>



2022 Ducati Desert X Walkaround & Highlight
<https://www.youtube.com/watch?v=zFIHL9UEX00>

DUCATI PRESENTS THE NEW MULTISTRADA V2: THE PLEASURE OF TRAVELLING, EVERY DAY

- The Multistrada V2 is the new gateway to the Multistrada universe: a comfortable, fun to ride, versatile and technologically advanced twin-cylinder bike
- 5 kg lighter than the previous version and with improved ergonomics, the Multistrada V2 is the perfect bike to experience the beauty of travelling every day
- The bike will be available at Ducati dealerships from November 2021, also in a 35-kW version for A2 licence holders

Borgo Panigale (Bologna, Italy), 30th September 2021

The first episode of the **Ducati World Première 2022** web series ([link to the video here](#)) is dedicated by the Borgo Panigale manufacturer to the world of travel, with the presentation of the new Multistrada V2: the ideal bike to enjoy every route, versatile in everyday use and in the city, always with the sportiness and unmistakable style that characterize every Ducati.

With the Multistrada V2 project, the Borgo Panigale company has worked to further evolve the twin-cylinder of the family of Ducati dual bikes, creating a 360° bike, increasingly intuitive, comfortable, fun and accessible. The new Multistrada V2 is a technologically advanced motorcycle, with an extremely complete electronic package and represents the perfect gateway to the Ducati tourer universe, thanks also to the introduction of the 35-kW version for A2 licence holders.

During the development phases of this bike the main points of focus were ergonomics, weight reduction, engine updates and a series of upgrades that follow the philosophy of "continuous improvement".



The design of the Multistrada V2 is elegant and sporty at the same time, perfectly in line with the stylistic and recognizable canons of the Borgo Panigale family of dual bikes. A style characterized by fluid lines, clean surfaces and the characteristic and distinctive balance between the important front volume and the slenderness and lightness of the rear. The Multistrada V2 also features new refined graphics, which shows the name of the bike on both sides.

The new Multistrada V2 is equipped with the latest evolution of the 937 cc Testastretta 11° unit. The desmodromic distribution engine, four valves per cylinder, water-cooled, delivers 113 horsepower and approximately 10 kgm of maximum torque*. This twin-cylinder is very linear, manageable and smooth at low revs, and is equipped with a torque that is always ready and vigorous, which if necessary can release all Ducati's typical sporty and adrenaline-pumping character. Consistent and robust, the engine has extended maintenance intervals, with oil change every 15,000 km and valve clearance check every 30,000 km.

The evolution of the Testastretta 11° mounted on the new Multistrada V2 features important improvements: new connecting rods, new 8-disc hydraulic clutch and an updated gearbox, which guarantees greater fluidity and precision in shifting, also facilitating the engagement of neutral. An even more appreciable progress in use in conjunction with the quick shifter, now with a further optimized operating strategy.

The bike's chassis is agile and intuitive, with a 19" front wheel that ensures a smooth, comfortable ride, always with the right level of reactivity and precision. Extremely versatile, the bike is also ideal for urban use, thanks to the effectiveness of the Ducati Skyhook Suspension EVO semi-active suspension system (standard on the S version), which can absorb roughness and unevenness of the ground and always guarantee the ideal set-up of the vehicle, improving safety and comfort.



Important development work has been made on the ergonomics of the bike, to make it more comfortable and more intuitive, able to put any rider at ease in any situation. The height has been reduced to 830 mm, with a redesigned shape of the saddle which is now narrower and more compact between the rider's legs to allow you to easily touch the ground with your feet thanks to an inseam arch of only 1790mm.

These changes provide safety when the bike is stationary and improve confidence when manoeuvring at low speed even with a passenger and full cases. Furthermore, in the Ducati Performance catalogue a low seat and a lowered suspension kit are available which, combined, allow you to reach a height of 790mm.

The work on the seat also focused on riding comfort: the new shape of the saddle provides a flat area that guarantees the rider freedom of movement in the longitudinal direction, improving the level of comfort and allowing anyone to find the optimal position.

The riding position is now more comfortable with the new footpegs inherited from the Multistrada V4 which, thanks to a 10 mm increase in distance from the seat, ensure the right amount of room also for taller riders, preventing them from bending their legs excessively, and thus allowing a more restful position during long journeys.

Another key area of improvement is the reduction in the bike's weight, which, through work on many elements, has resulted in a reduction of 5 kg in weight compared to the Multistrada 950.

The engine update has produced a saving of about 2 kg, including the clutch (1.5 kg) and its cover, gearbox drum and connecting rods. Various parts of the vehicle have been lightened, including the mirrors, derived from Multistrada V4, the front brake disc flanges and the rims: the new Multistrada V2 mounts rims derived from the Multistrada V4, which are about 1.7 kg lighter, thus generating an important improvement in the dynamic

behaviour of the vehicle. Spoked wheels are also available in the Ducati Performance catalogue, which have been significantly lightened.

The Multistrada V2 is equipped as standard with a state-of-the-art electronic package that offers everything you need to travel in comfort and safety. The package includes ABS Cornering, which guarantees a high degree of safety when braking even when cornering, Vehicle Hold Control, which makes starting on sloping roads easy, Ducati Traction Control, the four Riding Modes (Sport, Touring, Urban, Enduro) completely configurable by the user and the new featured Ducati Brake Light system which, in the event of sudden braking, automatically activates the flashing of the rear light in order to signal the condition of sudden slowing down appropriately.

In the S version the journey becomes 5-star thanks to a benchmark full-optional package for the segment, which sees the addition of the Skyhook electronic suspension, Cruise Control, full-LED headlight equipped with Ducati Cornering Lights function which optimizes the illumination of the roadway based on the lean of the motorcycle, Ducati Quick Shift Up & Down, Hands Free system, a high resolution 5" colour TFT dashboard with intuitive interface and backlit handlebar controls.

The colour range consists of the classic "Ducati Red" colour with black rims, available for both Multistrada V2 and Multistrada V2 S, together with the new "Street Grey" livery with black frame and "GP Red" rims, which can only be ordered for the version S.

For the Multistrada V2 family there are two trim levels that can be ordered directly from the factory. The Essential trim is available for both Multistrada V2 and Multistrada V2 S, while the Travel trim, with side bags, heated grips and central stand, can only be ordered for the S version.

The Multistrada V2 will be available in dealerships in the Ducati network starting from November 2021.

The Ducati Performance catalogue also includes a series of specifically designed accessories to enhance the character and qualities of the Multistrada V2.

On all models of the Multistrada family, Ducati offers the exclusive "4Ever Multistrada" warranty, valid for 4 years with unlimited mileage that relies on the service offered by the entire network of dealers of the Bologna-based company**.

The [dynamic video](#) presenting the Multistrada V2, filmed on the roads of Tuscany in full "Extraordinary Journey" style, is available on the [Ducati YouTube channel](#).

* Only in countries where Euro 5 legislation is in force

** Only for EU countries



MotoGP™ Aragón

Pecco Bagnaia secures extraordinary maiden victory in MotoGP after a fierce duel with Marc Márquez on the last lap. Fifth place for Jack Miller.



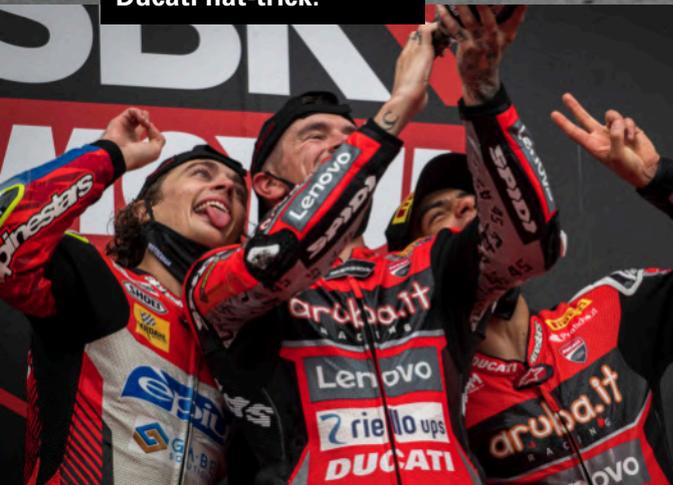
WorldSBK Barcelona



What a Saturday! Redding triumphs after a stunning comeback, Rinaldi finishes on podium and Bassani takes part to the sensational Ducati hat-trick.



Race-1 of the Catalan Round, held in wet conditions after the rain that fell late in the morning, enters by right in the history of the Aruba.it Racing - Ducati team thanks to the amazing victory of Scott Redding and the third place of Michael Rinaldi. Axel Bassani (Motocorsa) completes the hat-trick that had been missing since Race-1 at the Assen circuit in the 2012 season.



Circuit de Barcelona-Catalunya 2021





DUCATI

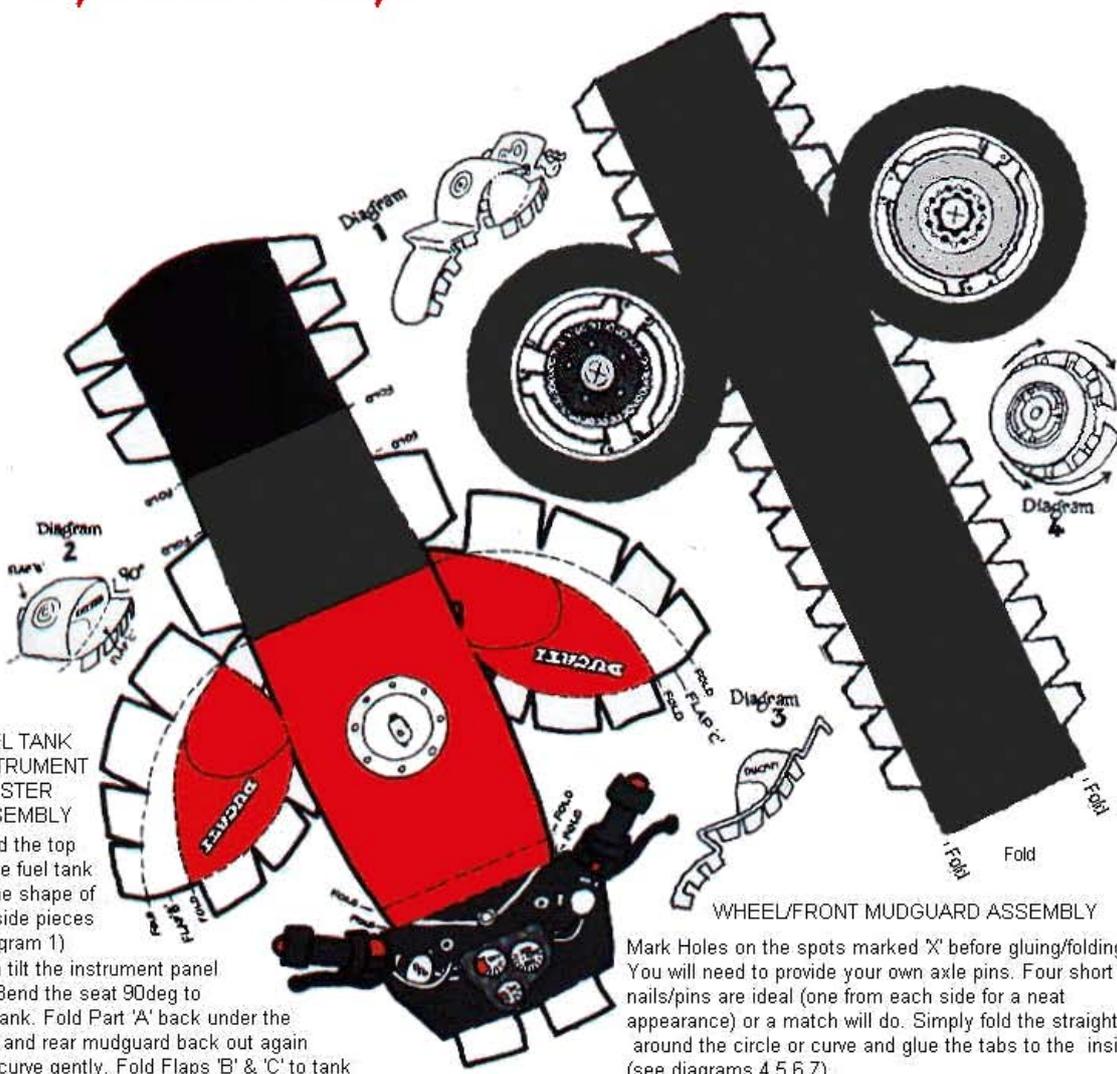
Super Bike **888**

**DUCATI
DEALER
TEAM
REPLICA**

By Dirk De Maeyer

GOLDEN RULES!!

1. Cut along the inside of all heavy, solid lines and fold along dotted lines.
2. Score ALL lines before folding
- 3 Do ALL bending before glueing
4. Preferably use a blade to cut.
4. Dont cut off any tabs.



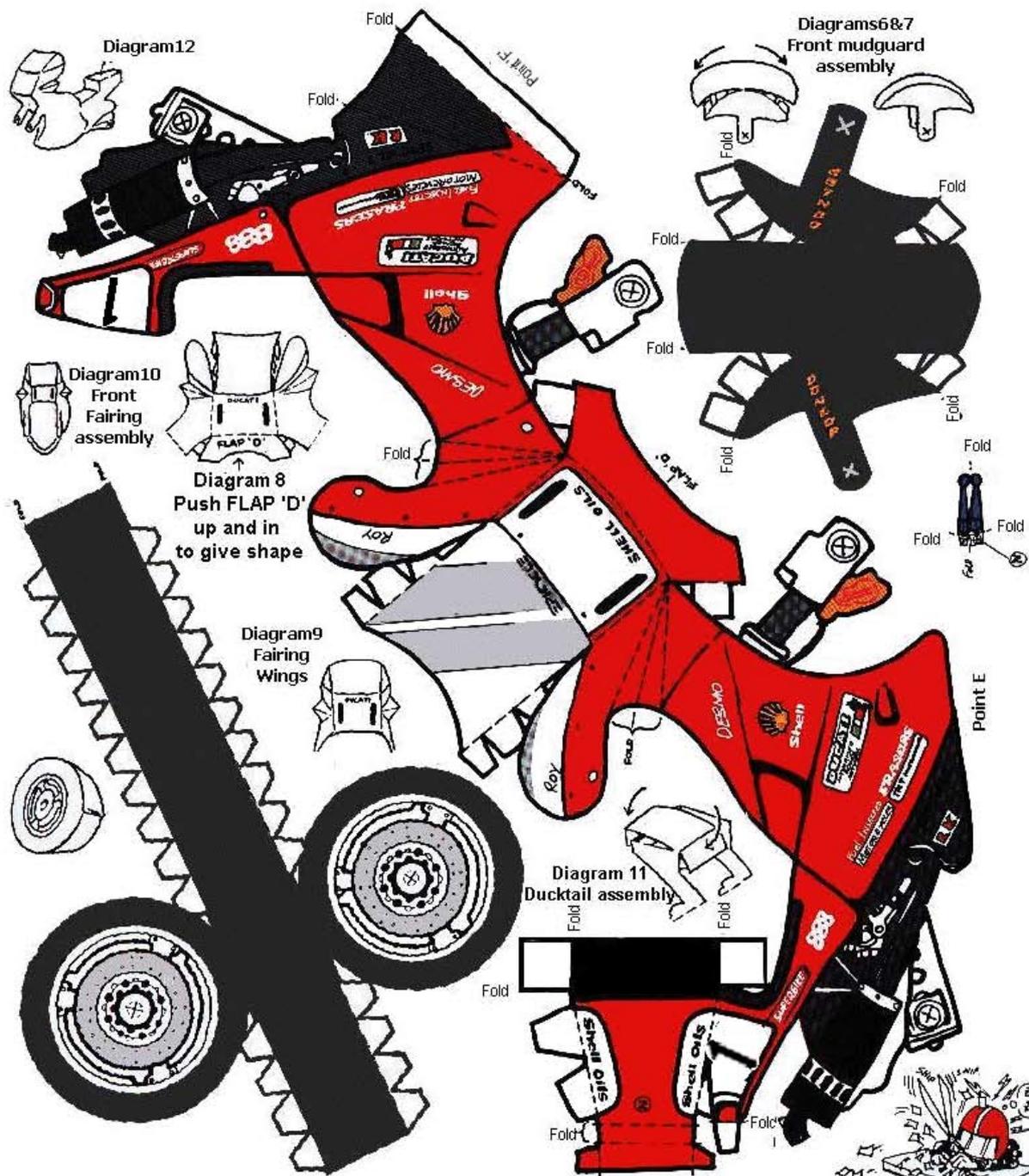
**FUEL TANK
INSTRUMENT
CLUSTER
ASSEMBLY**

Bend the top of the fuel tank to the shape of it's side pieces (Diagram 1)

Then tilt the instrument panel up. Bend the seat 90deg to the tank. Fold Part 'A' back under the seat and rear mudguard back out again and curve gently. Fold Flaps 'B' & 'C' to tank (Diagram 2). Now just glue together. Diagram 3 shows finished side view

WHEEL/FRONT MUDGUARD ASSEMBLY

Mark Holes on the spots marked 'X' before gluing/folding. You will need to provide your own axle pins. Four short nails/pins are ideal (one from each side for a neat appearance) or a match will do. Simply fold the straight part around the circle or curve and glue the tabs to the insides (see diagrams 4,5,6,7).



Forks/Fairing/Bodywork assembly

Fold fairing as in diagram 8 and fold out wings as in diagram 9. Glue together, pushing Flap D up into the fairing to give it shape. Two folds will be needed on the belly of the fairing, give point 'E' to point 'F'. Now bend gently the sides of the fairing to give you a shape like in Diagram 10. The ducktail folds in on itself much like a box (see diagram 10) Once this is done your bodywork should look like Diagram 12.

Final Assembly

Now fold the fuel tank assembly into the bodywork from the top, aligning and gluing the rear mudguard, seat base, fuel tank and instrument panel. Mount the rear wheel first. Fix the front mudguard to the forks before installing the front wheel. Hey Presto! You have made yourself a genuine Ducati Dealer Team 888 Replica

ONE DAY I'LL OWN A REAL ONE
 Call your local Authorised Dealer
 or
FRASER MOTORCYCLES
 17-19 Parramatta Road, Homebush.
 Phone: (02) 764 3133

Desmoto member profile

SALVADOR SENA

Occupation? Furniture Mover

What suburb do you live in? Airport West

When did you first join DOCV? September 2021

What made you join the club? I've always been a Ducati fan. Just purchased my 1st Ducati

What bike(s) do you have?
Monster 937+

What was your first bike? Kawasaki z300

What's your dream bike? What I own.

What type of club events are you most interested in?
Weekend rides

What's your favourite Ducati colour? Black

If you have been a DOCV members for some time, which was the most memorable club event you participated in, and why? New member. I'm looking forward to new experiences.



Your favourite road to ride in Victoria? Mt Macedon.

What's the greatest bit of equipment you bought for your garage/workshop recently?
Paddock stands

Do you follow any bike channels on YouTube, listen to podcasts or read bike magazines? Any recommendations?
MC Rider, Ride like a champion, Fortnine.

Any final comment for the club, or Desmoto?
Thank you! 🙌

MORE PROFILES WANTED:

Help other members get to know you and complete our member questionnaire for Desmoto:

<https://forms.gle/Yft9fczPGcZAflj1A>

A free Google account is required to complete the form – this is to allow uploading a profile image.

Jay Leno's Garage

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USE CODE: DOCV

WWW.JAYLENOGARAGE.COM.AU

Desmoto member profile

JOHN EGGLESTON

Occupation? UX Consultant

What suburb do you live in? Seaford

When did you first join DOCV? Jan 2021

What made you join the club? Mornington Dealership ;)

What bike(s) do you have?

2020 Ducati Monster 1200s | 2016 BMW G650GS | 1980
Kawasaki z750e | 1983 Honda CX500 Eurosport

What was your first bike?

Not sure - I think it was a Honda XR80

What's your dream bike? N=(N+1)

What type of club events are you most interested in?

Weekend rides, Overnight rides, Track days, Social events
like lunch meets and BBQs

**If you have been a DOCV members for some time, which
was the most memorable club event you participated in,
and why?** None - Thanks Covid

Your favourite road to ride in Victoria?

The roads from Whittlesea to Warrandyte to Black Spur



What's your favourite Ducati colour? Red

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

Built a dedicated motorbike shed

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

Jack Miller

**Do you follow any bike channels on YouTube, listen to
podcasts or read bike magazines? Any
recommendations?**

Allen Millyard | BMCO | Lamb chop rides | F9 | Moto-
Jitsu | Cali Rides

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MotoGP™ *San Marino*

Pecco Bagnaia storms to win in the Grand Prix of San Marino and the Riviera di Rimini to secure his second consecutive victory in MotoGP. Miller finishes fifth and Pirro eleventh



Just seven days after his extraordinary victory at the Aragon GP, Pecco Bagnaia once again took the top step of the podium at his home Grand Prix, held this afternoon at the Misano World Circuit "Marco Simoncelli", in front of 25'000 spectators. It was another perfect weekend for the Ducati Lenovo Team rider, who took his second consecutive win in the premier class.



WorldSBK

Jerez



Redding twice on podium at Jerez de la Frontera. Rinaldi finishes 7th in Race-2



On a Sunday that began with one minute silence in memory of Dean Berta Vinales, Scott Redding reached the podium twice, finishing third in Race-1 (instead of the Superpole Race) and second in Race-2. For Michael Ruben Rinaldi it was instead a very difficult day at the end of which he had to settle for a seventh-place after the crash in Race-1.



Best ways to disinfect & clean your motorcycle helmet

September 28, 2021

Source: <https://www.mcas.com.au/article/best-ways-to-disinfect-and-clean-your-motorcycle-helmet>

Your motorcycle helmet is without a doubt the most important protective gear in your riding wardrobe. Because of the consistent use, it's bound to collect unwanted grime and muck during your riding endeavours. Routinely disinfecting and cleaning your motorcycle helmet not only keeps the interior and exterior fresh, yet can extend the life of your helmet too. Here are the best ways to disinfect & clean your motorcycle helmet...

Motorcycle Helmet Cleaning & Disinfecting Equipment

- Motul M2 Helmet Interior Cleaner
- Toothbrush
- Microfibre Cloths
- Muc Off Visor, Lens and Goggle Cleaner
- Baby Shampoo

1. Preparing The Helmet:

Exterior Preparation: Firstly you need to prepare the 'work space' (helmet). If you have any tech like a Bluetooth Intercom or other accessories attached to the exterior, best to remove them. For adventure/ off-road helmets that feature a peak, try and remove it (if possible), as it allows you to access all parts of the helmet. The peak can simply be cleaned separately.



Interior Preparation: Now focus on removing all the interior padding inside the helmet. This would include the cheek pads, main-lining, chin guard ect. At this stage, you really should just be felt with the shell of the helmet. Time to start CLEANING!

2. Cleaning The Exterior:

Soak a microfiber cloth in warm water and place it over the helmet. Allow it to sit for a good 10 mins so that grime and muck can be thoroughly agitated. Don't be concerned about using too much water here, as your helmet is designed to endure large amounts of exposure to wet conditions. After the agitation stage, start massaging the damp cloth over the helmet. Use a swirl cleaning motion to help remove any remaining dirt and grime

Its recommended to only use warm water on your helmet when cleaning it. Soaps and other cleaning solutions can damage the exterior of the helmet shell.



3. Cleaning The Interior:

The interior padding usually takes the longest to clean, as your head/ hair can be deceptively dirty. Oil from your hair and face, sweat and skin particles all contribute to staining your interior padding.

Head to a sink/ bucket and fill with warm water, adding a small amount of baby shampoo. Baby shampoo may sound like a rather odd product to use, yet because of the light, soft formula, it's perfect for carefully agitating delicate fabrics.



Lightly scrub the soapy water into the padding using a toothbrush and dab away with a clean microfiber cloth. To really take this to the next level, grab yourself a bottle of Motul M2 Helmet Interior Cleaner and spray a good amount directly of the interior pads. Swipe away with another microfiber cloth removing the last of the contaminants. This is a proper deep clean!



The best way to drying our the pads is by air. Let them sit for a few hours until they are completely dry.

4. Clean Your Helmet Visor

Simply grab yourself a small bottle of the Muc Off, Lens and Goggle Cleaner and spray the visor. It's been formulated using deionized water as recommended by many helmet manufacturers and it's safe to use on all lens materials including polycarbonate! Wipe down with a microfibre cloth, removing all contaminants. Wipe in a straight line, instead of swirls to reduce the risk of scratching the visor.



5. Reassemble The Cleaned Helmet

This is rather straightforward but insert the padding back into the helmet. Reattached the helmet visor and assembled any other pieces like technology on the helmet.

All suggested products can be purchased in-store from all TeamMoto & MCAS stores or online at MCAS.

MotoGP™
Austin



Pecco Bagnaia takes the third step of the podium at the Grand Prix of The Americas in Austin. Jack Miller finishes seventh.



WorldSBK



Race-1 of the Portuguese Round offers great entertainment to WorldSBK fans and ends with a significant result for the Aruba.it Racing - Ducati team: Scott Redding on the podium and a fourth place for Michael Rinaldi.

Portimao Race 1

Exciting race for Redding (P2) who fights for the win until the last lap. Precious fourth place for Rinaldi



Portimao Race 2

Exciting race for Redding (P2) who fights for the win until the last lap. Precious fourth place for Rinaldi

Race-1 of the Portuguese Round offers great entertainment to WorldSBK fans and ends with a significant result for the Aruba.it Racing - Ducati team: Scott Redding on the podium and a fourth place for Michael Rinaldi.





2022 GRAMPIANS

Sunday, 6th February

Ararat - Western Victoria

Open to all Licensed Riders

Entry : \$40 per Rider/Pillion



Join us for a spectacular 197km Ride starting in Ararat - Western Victoria and travelling the rural countryside of the Ararat municipality with Morning Tea at Buangor, then onto Raglan, Elmhurst, and into the picturesque Pyrenees Region via the Wimmera River Valley, Glenlofty, Malakoff Forest, passing through the winery areas and onto Landsborough before heading back via Crowlands to Ararat for a relaxing lunch at the Alexandra Gardens. [RTR Ride Route 2022](#)



www.remember.org.au

The New Monster – First Observations



By Geoff Zippel

Let's start with the elephant in the room. It doesn't have a trellis frame. It looks sorta like a Universal Japanese Motorcycle. The interweb has, in a surprising move, become somewhat animated, and a little fixated on these elements. Who woulda guessed!

First, it looks better in the flesh. Second, let's face it – the Monster isn't the best looking bike out there. I almost opted for the superseded 1100 Evo over my 1200S due to its looks alone. A droopy headlight straight out of a Dali painting, and who would just hang an oil cooler off the bottom of the engine? In fact most of the current Ducati range (with the real exception of the Panigale) has had a bit of a workout with the ugly stick. But in most cases we learn to live with, and love, our Duc's despite (or perhaps because of) the "unique" elements of their looks.

Many have compared the Monster to a Yamaha MT. To be kind, if you squint from the right angle you can convince yourself that it might look a little like the KTM 890 Duke R, or perhaps even the stunning MV Augusta Brutale 800 (put your finger over the area where you see the frame and those three stacked exhausts). But there's no getting over the fact that the solid upper frame and mass of plastic around the engine, along with the OE exhaust (with the second header not being visible as it dives down through the swing-arm pivot), make for a visually uninspiring centre mass.

I like to see a V-twin in its glory – and if it's a naked bike, get the gear off! This is a bike which could take lots of accessories and after-market gear, to really make it pop. A good looking exhaust system, tail tidy, and replacement of some (all?) of the plastic engine covers would transform it. In a nod to the 1100 Evo's, tank covers clip off. This will make it easy – and cheaper – to customise. Perhaps a unique paint job may distract the haters from having no trellis? In reality the trellis has been slowly disappearing year-by-year. There wasn't a whole lot of it left on the 821.

Would I rather that stunning trellis frame was there? Hell yeah. In bright red, on full display! Is there any way that I could tell the difference once on board? Not in a million years. But what is obvious is the weight saving. The combination of a lightweight aluminium main frame (as per V4 Panigale), fibreglass-reinforced polymer rear subframe, the 11-degree Testastretta engine as a stressed member of the chassis, and lighter wheels, means the new bike weighs in at nearly 18kg less than the current Monster 821! And that weight difference can be felt by any mug punter. The aluminium frame alone contributes almost half that weight saving.

Before jumping on board, let's take a look at the specs. From those of us of a certain age, the arrival of the original Z1 Kawasaki 900 was amazing. How could a bike have so much power? The new Monster has 82kW of power and 93

Nm torque, in a package weighing 166kg. Compare that to the original Z1 with 60kW, 74Nm and a portly 230kg! The “little” Monster has nearly twice the power:weight of the Z1 – and it even goes around corners! The new Monster comes within 10% of the power:weight of my 1200S (108kW; 124Nm; 185kg). On paper, that’s pretty impressive.

Electronics abound, which is no surprise. Usual Sport/Touring/Urban modes, eight stage traction control, three stage cornering ABS, four stage wheelie control (which can be disabled for those who want to bring out their monster), which also adjusts the quick-shifter cut time. But no cruise control! These things are a bugger to hold at speed limits for an extended period, so there’s real licence-saving incentive with including cruise, plus it makes a long highway section way less tiring. There’s just no excuse for this not being available. Standard fare also includes a 4.3” TFT display from the Panigale V4 which is substantially improved to my 1200 unit, bright LED headlight, and a USB outlet.

It also comes with Ducati Quick Shift (up and down), and Power Launch. Yee-ha! An interesting trick of this gearbox is the lack of false neutrals. My Monster has a box chock-full of them. Very strange to actually be in a gear after the change; this might take some getting used to. Once warm, it is also extremely easy to find neutral at the lights – just don’t even bother trying when cold.

The suspension looks pretty ordinary at first glance, with non-adjustable 43mm KYB up front and only preload adjustment on the rear shock. But for my 85kg (ahem,



perhaps with covid it may have crept to up 86kg..!) it felt good. A little soft, but I’d call it compliant rather than spongy. Being in lockdown I didn’t get the chance to get into some tricky roads, so hard to comment further – but reviews have been very positive.

The engine is now a 937cc Testastretta 11 as found in other 950’s across the Ducati range. It’s tuned to deliver power in a very useable manner – very linear, nice and fat where wanted, and very clean. The power and torque curves are fatter right through the rev range, with peak torque occurring some 1250 RPM lower than the 821.

Brakes are Brembo with M4.32 monoblocks up front and the usual 2-piston rear brake – which in a marked change from the past, actually appears to work! Mine is not even useful as a parking brake for suburban hill starts. This one will

actually delve into ABS mode if pushed hard, and has some impact on speed and balance when used correctly.

Service intervals remain at 15,000km for the oil change, and 30,000km for Desmo.

So what’s the Yamaha – sorry Monster – really like? Let’s ignore all the web warriors, close our eyes and climb aboard.

This thing feels small, way smaller than the old one. I was genuinely surprised when I parked the two next to each other. I really expected the new Monster to be physically much smaller – it felt so open and light. The reality is they are very close in key dimensions, but with lower tank height it feels smaller.





Compared to the M1200 initial impression is that you sit on, not in, the bike. It feels more upright in seating position, with controls coming easily to hand. It fits. It feels light – very light - as you lift it off the sidestand. It's friendly. It's slim. The few buttons are in easy reach, and almost seem logical in operation. Build quality looks good, and it feels good right from the start. This is the + version, so it comes with a small screen and seat cover.

The mirrors are typical Monster. They're very good for making sure my elbows haven't fallen off, but not much else. You soon get used to making an arm/shoulder flex along with the rear-view glance. Indicators are flush-mount on the front, and slimline on rear, and can be programmed for manual or auto-off function. The pipes desperately need an aftermarket solution. In standard form it sounds like my lawnmower, only a bit worse, and looks woeful. This is a bike where a full exhaust would make a huge difference to the looks, presence, sound, weight, and probably performance.

Nick into first and it's away smoothly. Feels like a strong Ducati V-twin, but with a broad, flat power delivery. Gearchange is clunky on 1-2 and 2-3 shift, whether using clutch or quickshifter, but to be fair the bike is new. Once underway the gearbox slotted smoothly up and down in the higher gears, with neutral being very easy to find. Around town was surprisingly smooth and tractable, even in Sport mode. The wider and lower torque is obvious. Very little chain grab or grumbles, which is a real bonus. Being so light made for extremely easy commutes.

The ride home required me to detour around the Albert Park GP circuit (at least twice..). While observing the speed limit(!!), it gave the impression of being strong and stable. This would be a ripper on the Black Spur. It says something about the bike when my 8km trip home took a couple of hours as I searched for inner suburban roads within my 10km to explore.

Over the next 10 days I found excuses to get out daily. Even around town it took little excuse to jump aboard. Unfortunately with lockdown I didn't get much highway or twisty, but what I did felt good. There was some uncomfortable footpeg buzz in the 90-110kph range, but the bike was brand-new. It would be interesting to ride one with a few more km, or a different bike, to understand if this was something that would settle out.

Overall, it was just extremely competent. It did all tasks well, and most importantly, it felt like a modern Ducati should.

The bike is so easy to ride that it would genuinely suit someone stepping up from a smaller or restricted bike, but still needing to gain experience. That is assuming they

can control their right wrist, or leave it in Urban mode for a while! It would be a brilliant bike for an experienced rider who'd had a few years off and wanted to edge back into riding.

Being so easy to ride allows confidence to be built or regained. Without having to swap bikes, as you improved you'd still have a bike with the capacity to be seriously quick as confidence grew.

My Monster is a Swiss Army knife. It does it all, but each tool is a compromise. I ride it on long trips and short commutes, the occasional track day, mountain scratching, and even some dirt – Jacobs Ladder in Tasmania successfully; dirt roads around Dargo not so much.. Limitations are more to do with the rider than the bike's capabilities. It's not as comfortable as a Multi, nor as exciting as a Panigale on the twisties – but it is a Monster. After 55,000km it still makes me smile on (nearly) every ride.

And my impression is that this is the new Monster, and a rightful successor. The DNA is strong. It will deliver to whatever your skills allow, and it will do it well. It will make you smile. The weight reduction makes it so easy to ride slow, or very quick. It will go wherever you want to. It will often protect you from your mistakes. Based on my experience, it will probably do this reliably. Future Monster editions with a 1260 or V4, and a set of adjustable Ohlins, would be mouth-watering.

As a final word on the controversial "looks", my 20-something son took one look and said "about time you got a good looking bike!". So perhaps it's a generational thing, and those of us "traditionalists" complaining are not the future, nor the target audience.

Personally I would rather it had a bright red trellis frame peeking out from under the tank, that Testastretta engine on view, and a real exhaust with style and a V2 burble. It needs to be dressed with Italian flair to reflect its capabilities.

Perhaps that's part of the plan – you're expected to have a few dollars in your purchase budget for some decent aftermarket gear to make it uniquely yours.

But I think the real answer is to just stay on the bike, and ride it rather than look at it. After all, this is what it was designed for. And it delivers in spades.

Thanks Ducati Australia, and Kiwi and the Frasers team, for the chance to experience the bike.



Desmoto member profile

LEE WRIGHT

Occupation? Retired

What suburb do you live in? Maffra

When did you first join DOCV? 2005 I think

What made you join the club?

Met other members on a Tassie Turismo 2004, and to get on the track

What bike(s) do you have?

900SS, ST2, ST4, KLR650, Z1100A, Zephyr750, Tiger Sport.

What was your first bike? Suzuki TC90

What's your dream bike? Vincent or a Brough

What type of club events are you most interested in?

Weekend rides, Midweek rides, Overnight rides

What's your favourite Ducati colour? Cmon, Blue

If you have been a DOCV members for some time, which was the most memorable club event you participated in, and why?

Any Mini Turismo is a HOOT, you have time to ride and catch up with everyone

Your favourite road to ride in Victoria?

Currently the Bonang, or the Omeo

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

Durofix electronic torque adapter

If you follow motorcycle racing, who is your favourite rider? Marquez, sorry I mean Jackass



Do you follow any bike channels on YouTube, listen to podcasts or read bike magazines? Any recommendations?

Fortnine

Any final comment for the club, or Desmoto?

You've missed the best question! Bragging rights!! Bikes you've had. TC90, F7 175, XL 100, CB400 Four, XR 600 RF, XR 350 RE, IT 490K, XR400, GPZ9 A2, GPZ9 A4, XJ900, SRX 400, TTR 250, GS 500, Benelli TRE-K, ST4 Yellow, MK3 Le-Mans, FTR 1200 Carbon.

MORE PROFILES WANTED

Help other members get to know you and complete our member questionnaire for Desmoto:

<https://forms.gle/Yft9fczPGcZAfLj1A>

(A free Google account is required to complete the form – this is to allow uploading a profile image)

Desmoto member profile

EDDIE LORENCE

Occupation? Electrician

What suburb do you live in? Mount Eliza

When did you first join DOCV? 2014/15

What made you join the club? Track days Fun days

What bike(s) do you have?

Ducati 1198SP, Panigale R 2016, Ohvale GP2, Yamaha TTR

What was your first bike?

My first were these two Kawasaki KR1-S and a Suzuki RGV 250M then I gave up riding in the mid 90's picked it back up again around 2010

What's your dream bike? RGV 250M Ducati 888 V4R

What type of club events are you most interested in?

Track days

What's your favourite Ducati colour? Red

If you have been a DOCV members for some time, which was the most memorable club event you participated in, and why?

Mac Park April this year some of us made the trip over to S.A which was a blast can't wait to do a road trip like this again amongst friends :-)

Your favourite road to ride in Victoria?

Phillip Island GP track as I don't ride on the road anymore

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

Ohvale GP2 a small mini GP bike developed in Italy that is a new trend that riders are training on them for some fun



If you follow motorcycle racing, who is your favourite rider? Jack Miller

Do you follow any bike channels on YouTube, listen to podcasts or read bike magazines? Any recommendations?

44 Teeth (Uk version of TopGear about bikes)

Any final comment for the club, or Desmoto?

Have some fun life is too short to be in lock down!!

MORE PROFILES WANTED:

Help other members get to know you and complete our member questionnaire for Desmoto:

<https://forms.gle/Yft9fczPGcZAflj1A>

A free Google account is required to complete the form – this is to allow uploading a profile image.





NUMBER PLATE "DCATI".
 Looking at \$2,500-\$3,000.
 Contact Stuart at stuartparker@wildlifepark.com.au or 0407 546 821.



ANOTHER BLOODY MULTI FOR SALE. Ricardo offers his 2013 Multistrada 1200S to another careful owner! Only 24000 km, mostly in touring mode. rego to July 22. Just had 24k service at Mornington Ducati. New chain. Good tyres. Full touring Kit - panniers/topbox/tankbag. Lithium battery and upgraded starter wiring. Tuneboy cruise control & mapping. Termi slipon. Scottotiler. All original muffler & handguards etc in a box. Other minor mods but I've forgotten what they are for. \$14000 or thereabouts. Contact Ricardo on 0419000320 or ricbegg@mac.com

DRI-RIDER EXPLORER TAIL PACK: Only used once. Great condition apart from one small rub mark. Bottom pockets zip down for expanded storage (they're like mini saddlebags). Comes with a separate top cover with adjustable straps to hold additional gear securely on top, plus a rain cover. Plenty of loops/buckles/guides provide flexibility to strap down from bottom, side and/or over top of bag. I had a couple of extra loops sewn on so over-the-top straps couldn't slip. • Weatherproof storage • 600D ripstop construction • Large expandable main compartment and side pockets • Cover for loading extra gear • Comes with rain cover and shoulder strap • Multiple attachment straps • Reflective strip for night safety • Size 680 x 350 x 410 • Size of centre square section that sits on the bike or rack: Approx. 310 wide x 330mm front to back. New RRP \$189.99, worth \$80 to someone? *plus....*



MIRRORS: Couple of sets of cheap eBay mirrors I bought to test if the style might work before spending a motza on the Rizoma equivalents. I think the bar-ends were about \$20, the other about \$35. Installed briefly then back in the box, so all fittings etc should be still there. Buy me a beer. Geoff 0417 376 503. In North Brighton, or I can bring to a club meeting if you wanted to take a look.





DOCV EVENTS

Changes to details and new events may be added after Desmoto goes to press, so please check www.docv.org and the DOCV Facebook page for the latest info before the event.

Please check the docv.org website for any registration requirements – some rides require registration to ensure adequate catering for meals, etc.

All rides leave on time. Arrive at least 30 minutes earlier for a coffee with a full tank. Thanks!

20 OCT 2021

October General Meeting

<https://docv.org/event-4460017>

So we still can't meet in person, but we can still catch up. And this month if you've ever thought about doing something really adventurous but needed some inspiration, then this might just be it.

Katie and Mitch Kemp will be taking us through their recent Simpson Desert crossing experience and the training they did to get there. Yep, they managed to sneak that in between our various lockdowns and it looked amazing!

So join us via the Google meet info below.

Video call link: <https://meet.google.com/vhu-zxwd-tvy>

Or dial: (AU) +61 2 9051 3108 PIN: 161 610 152#

More phone numbers: <https://tel.meet/vhu-zxwd-tvy?pin=5921954964584>

20 OCT 2021

Rubicon Rumba Midweek II

<https://docv.org/event-4369744>

Postponed from Sept 15 AND NOW AGAIN TO NOV 17.

24 OCT 2021

CANCELLED: Not the Phillip Island Moto GP

<https://docv.org/event-4391652>

Moto GP is cancelled for the second year running but we will take up the slack with a ride to the Wally Pub.

6 NOV 2021

Neil's Jinxed Jaunt to Euroa – Reset

<https://docv.org/event-4156345>

This event was to be an overnighter to Euroa. It sits at a critical point on Dan's 'Roadmap' and needed more forward certainty for accommodation and catering than is possible. All things considered, the decision has been to keep the date but make it a Day Ride instead. Details to follow soon.

14 NOV 2021

GODAD - Glenn & Oliver Down and Dirty

<https://docv.org/event-4370475>

Getting Down And Dirty With Glenn & Oliver – Subject to Covid Restrictions. Departing from Pakenham Maccas @9.00am, with full tanks (BP next door) and full tummys.

Morning session 237km lunching at Balook

Afternoon session 185km finishing at Longwarry

This event will be weather dependant.

The roads will be normal car/motorcycle use but lots of unsealed, interspersed with transit sealed sections.

If you decide along the way that you have had enough of the unsealed, there will be sealed alternatives.

Suitable for all types who don't mind the back end sliding and the front end shaking, and the bike requiring a wash when you get home.

17 NOV 2021

November General Meeting

<https://docv.org/event-4460018>

Fingers crossed we'll be able to meet in person again by November but we will just have to wait and see. If we still can't it will be another Google Meet. More details to come.

17 NOV 2021

Rubicon Rumba Midweek II

<https://docv.org/event-4369744>

Postponed from 20 October.

Armando has engineered a morning that gets us to Thornton's Rubicon Hotel for a timely lunch. The day is approx 220 km so our finish at Healesville should not be late. It is an excellent way to ease back in - if allowed.

21 NOV 2021

Ride & Lunch with John & Caroline

<https://docv.org/event-4370493>

A decent ride of 200 km that starts from Diamond Creek and finishes with a leisurely lunch at Nillumbik Estate at Smiths Gully (St Andrews). A stop at Flying Tarts Bakery along the way makes it an indulgent kind of Sunday that ought to appeal to couples. All are welcome of course within our cap of 30.

Registration will open nearer the time.

27 NOV 2021**Red Plate Ride**<https://docv.org/event-4393666>

A day hosted by 'Club Permits Officer' and Spares guru Daryl Grant. Date has changed from Sunday 28 to Saturday 27.

Our recent Red Plate events have been successful rides but have not attracted classic bikes in great number. DOCV has 80-odd permit scheme participants with 140 bikes. We have scheduled a lowish-risk date for weather and plan to coax more of them out.

4 DEC 2021**Glenn's Dargo Obsession**<https://docv.org/event-4154799>

Glenn's Yearly Dargo Run. This ride and the number of participants is dependent on Victoria's Covid restrictions.

Departing at 9.00 the route will take us thru the rolling South Gippsland hills to our lunch at Yinnar Hotel.

We will have a short rest, recuperate and release in Loch along the way.

Following lunch we will make our way to Dargo with a short stop in Briagalong.

Sunday depart Dargo at 9.00 for a fill-up at Stratford, fuel/food, then onto Longwarry Hotel for lunch.

Following lunch we will slip back to Pakenham BP where the ride will finish.

For 2021 we shall re-introduce the formal evening attire, it's not compulsory, just good fun.

We have all the motel rooms for couple accommodation

Dargo Central and Cathies House for single accommodation.

19 DEC 2021**Gav's Christmas Ride**<https://docv.org/event-4370135>

It ain't over till the fat lady sings and the year isn't finished till the Big Fella runs his Chrissy Ride. Join Gav for a sackful of joy, merriment and good cheer.

2 JAN 2022**New Year Ride**<https://docv.org/event-4370484>

Unfinalised but heading in Strathbogie direction and starting from Healesville.

16 JAN 2022**January BBQ**<https://docv.org/event-4406906>

This is a provisional entry but on the calendar to sow the seed early amongst owners of classic bikes.

We intend running a Sunday BBQ again...in lieu of our traditional Tuesday night by the Yarra.....in lieu of our regular January meeting. Last January showed promise for the day to double as a 'show and shine' so this time we are encouraging

members to ride their older bikes in. The format is likely to remain casual but do note the date as a social opportunity with fellow red plate owners as well as the wider Club.

The location is undecided but will again be metropolitan (last time Caulfield Park). Accurate detail to follow.

30 JAN 2022**Bloody Long, Hot Licola Ride**<https://docv.org/event-4370488>

This is our annual, high summer ride to Licola. It may be a Librarian out front but it is a tough one suited to hardy types who can maintain the speed limit throughout a long, hot and tiring day. And all for a pie. Detail to follow, probable start from Emerald. Queries: Garry Elphinstone - librarian@docv.org or 0417 382794

11-20 FEB 2022**Tiger Hunt 2022**<https://docv.org/event-4138750>

The plan is to head straight over the Highlands from Devonport for the first night at Strathgordon. It is followed by two nights at Tullah Lakeside Lodge on the west coast, single nights at Deloraine and St Helens, then a double-header in Hobart to finish. It is a double clockwise swirl that gets the west in first, just to confuse the anti-counterclockwisers.

Features of this Hunt include a multi-option day based from Tullah, quality time in the hills of northern Tasmania, working in the historic town of Ross (pictured) and sampling some new roads down south. The intended route is here. More detail was published in August Desmoto.

The event is capped at 36 riders. Pillions are excluded from the cap and must register separately. Riders, please register for the main event first as you are subject to the count of 36 bikes.

A registration deposit is set at \$225 and is required from both riders and pillions. It will be applied to a spread of things including an event T shirt, our breakfast briefing in Devonport, a morning tea at Longford (Day 1), a group dinner at Tullah (Day 3), lunch at Riana on Day 4 and the Tiger Hunt Dinner on our last night in Hobart. Refunds will reduce in line with commitments made by the Club. No refunds will be made after January 28, unless the event is cancelled.

Trip Notes will be issued after registration. They give the full itinerary with everything you need to book ahead. Hunters are urged to make Spirit bookings, at the least, promptly after registration – TT Lines have a sympathetic refund policy and will waive cancellation and amendment fees if the unthinkable eventuates with Covid.

A contact list will be distributed within the group to assist interaction and sharing initiatives. The default is that you are on the list...please advise promptly if you want your email or mobile withheld as the list will go out in the first communication.

A Waitlist will be created should demand exceed places.

Queries: Geoff Salmon - captain@docv.org or 0408 533152

5 MAR 2022

Place Holder

<https://docv.org/event-4393703>

This is presently a Saturday date and will be a red plate event if the stars align.

9 MAR 2022

Midweek Place Holder

<https://docv.org/event-4370467>

12 MAR 2022

Mini Turismo

<https://docv.org/event-4393709>

Mini Turismo '22 is heading to East Gippsland. Orbest is base for two nights in a program that includes NSW's Imlay Road for something different. The snaking, 105 km of Bonang Hwy is of course a highlight.

26 MAR 2022

The Spectacular Surf Coast Ride

<https://docv.org/event-4393704>

Orlando and Rachael are hosting an overnigher in their new backyard. Accommodation is booked at Apollo Bay and a weekend will be planned around it in the coming months.

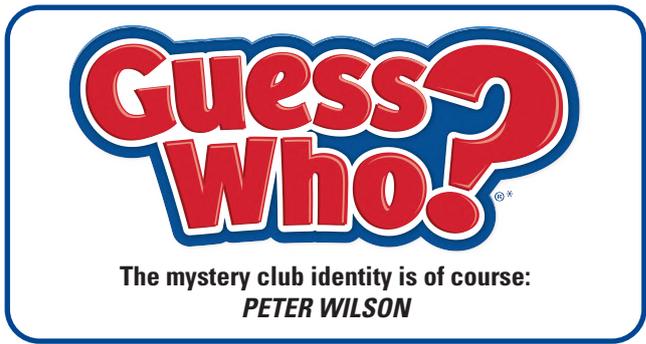
10 APR 2022

Agnes Falls

<https://docv.org/event-4393708>

This is a South Gippsland ride that takes in Toora wind farm and the small but attractive falls on Agnes River.

Keep checking DOCV.ORG for new events!



Your DOCV Committee – who to contact if you need help or advice:

President	Vice President/ membership	Secretary	Treasurer	Club Captain	Desmoto Editor	Spares / Club Permits
Mel Reynolds	Rachael Alexander	Peter Kardaras	Evan Rubenstein	Geoff Salmon	Matthias Siegel	Daryl Grant
All club matters	Membership, Stands in for Pres	Meeting minutes, official documents	Payments, accounts and advertising	Rides and Fun Days	Desmoto	Spares, tools and advice
pres@docv.org	vicepres@docv.org	sec@docv.org	treas@docv.org	captain@docv.org	editor@docv.org	spares@docv.org

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!

3. Corner Marking:

Firstly, the 'Lead' rider and 'Tail End Charlie' (TEC) rider/s, plus any variation to the standard corner making system, are discussed at the riders briefing in the morning. So pay attention!

Upon approaching an intersection or turn-off that moves away from the current route, the lead rider signals to the second rider in the group to stop and wait with their bike clearly pointing in the new direction. Only once all other riders have passed and the TEC arrives may the corner marker move on and so on and so on.

If something needs to be communicated to a corner marker, pull over and TELL them. You NEVER leave the corner till the TEC comes through and the TEC does not pass anyone.

If you pull up at a T intersection and no one is there, STOP. It is easier to phone someone rather than trying to find someone heading in the wrong direction.

When on a big ride with lots of turn-off's the leader rider may pull over to regroup. If he stays on the bike, helmet and gloves on, do the same. It usually means that we'll be continuing shortly.

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.

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.

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.

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 OWNERS CLUB

VICTORIA

BECOME A MEMBER AND ENJOY THE BENEFITS:

- *Social interaction with other Ducati owners*
- *Organised rides on Victoria's more interesting roads*
- *Service days, maintenance/repair/tuning, advice from other owners*
- *Track days at the Phillip Island GP circuit*
- *Monthly club magazine (Desmoto)*
- *Discounts from a range of motorcycle and accessory retailers*
- *Invitations to selected Ducati product launches*

More Info: www.docv.org





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