

DESMOTO

DUCATI OWNERS **CLUB** of VICTORIA

SEPTEMBER 2022

NEXT CLUB MEETING:

*Tuesday 20th September
at The Mannigham*

Please register on the club website





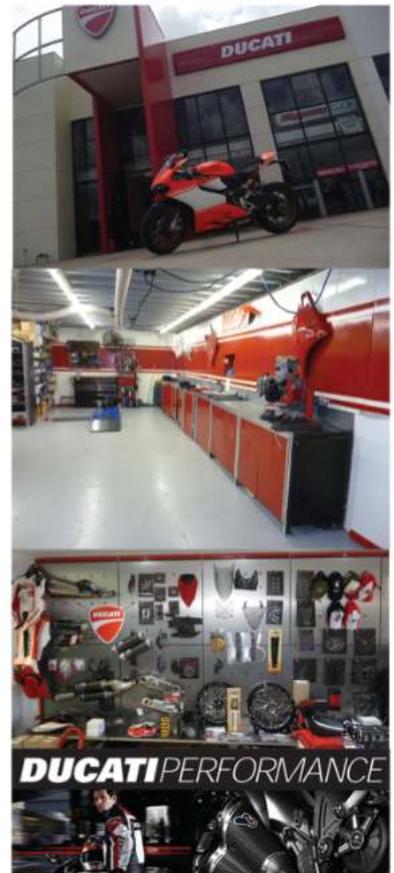
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SEPTEMBER 2022

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<https://www.docv.org>

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Like to contribute to Desmoto?

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

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

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

Cover: Shearms and his beautiful 750 GT, which he has owned from new
Back page: Ducati singles by Russ

Ducati Owners Club of Victoria Inc.

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Incorporated Association Registration #A80B

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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

Neil Larson



Hi everyone!

According to the calendar Spring started on September 1, but it's not actually spring until the 20th of September.

Huh??? * Details below

Anyway, it does seem to be getting less cold (I won't say "warmer" because it's nowhere near that yet) which is good for those hardy club members (including our very hardy and all-weather riding Captain Geoff) who are getting out on their bikes. Kudos to all of you.

I haven't been on a bike since the Queen's Birthday Weekend ride (Notes: 1. it was a ripper ride. 2. It's sad to see Lizzie go, she was amazing. Will it be the Kings Birthday Ride from now on?) due to family commitments, a seriously bad cold that just won't go away, and being soft. Mostly the latter. I'm sure I'm not alone in planning to ride more from now on, and the AFL Grand Final Ride is a good start.

Which brings me to the one important point I'd like to make in this editorial – our Club Captain and our Ride Leaders spend a lot of time and hair putting rides on. Overnight rides especially take a lot of phone calls and Google searching, with many accommodation providers wary of large bookings and lacking flexibility in numbers or late cancellations. So get on board, register early and make a commitment to some bike time. As Doyley says, "any day on the bike is better than a day at home pulling out weeds".

In my 'pre-election' pitch I stated the aim to put a club member on the cover of each edition of Desmoto.

4 out of 4 so far, but I need more :)

So if you have an interesting bike and you're happy to be interviewed then please get in touch. I can do this remotely if you have someone who can take decent photos on a late model phone (or even a camera!).

Stay safe out there.

Ciao,

Neil

The Scrambler Project: I'm polishing the rust off the original steel rims while I wait for the spokes and spoke nipples to come back from the nickel plater. The cost was \$120 which isn't too bad. A new stainless steel spoke set is circa \$200 – per wheel. I'm glad bikes are smallish - apparently it now costs over \$6,000 to re-chrome an FJ Holden grille! Another good reason to keep the patina of the old Scrambler ;)

*Yes, apparently in Australia we use the meteorological seasonal system where seasons start on the 1st of each month, but the US and UK use the astronomical season convention, meaning their seasons start between the 20th and 23rd of September, March, June and December. That seems to make more sense – the location and orientation of the earth to the sun is the reason we have seasons. Why do we use the meteorological seasonal system in Aus?

I'm guessing it comes down to some patronising bureaucrat in the past who thought it would be "easier" that way.

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):

Shearms, Kevin, Evan, Peter, George, Garry, Scott and Gabriella, Ian Falloon, Geoff, Oliver, plus the DOCV committee and various YouTubers.
Thanks to everybody!

New Members

Lyene Duncan

Jeremy Pearce

Jason Bell

Garry Pearson

Anthony Del Conte

Mike Taylor

Leigh McAdam

Welcome

president's report

Mel Reynolds



So I have to say I've really not been doing much lately. I spent a couple of weeks not going very far from bed post surgery before I could start to move about a bit more. But on the upside my Mum came over from Adelaide to stay and help out for 5 weeks which was amazing. Especially given the last time I saw Mum was for one night while we were over at The Bend last year and before that it was Xmas so it's been a very long time! Now I've been given the all clear to start to get back into normal things again. So that means I can get back to riding again 😊

Of course I'll take things slowly getting back into it. Because Mum will check that I do!

That also means that I don't have much to update on, but there are a few things coming up that are going to be exciting.

After a couple of years the MotoGP and WSBK are back at Phillip Island, woohoo! And a month apart at that so we'll be spending quite a bit of time at PI. And then the week after the WSBK we have the ASBK final at The Bend in SA with Jack Miller coming home to race again. So if you didn't head over last year then you should absolutely consider heading over this year because not only is the ASBK such a great paddock it's also the closest you're likely to get to our racing heroes.

There is also the opportunity to support our own Desmosport Ducati team with their mini sponsorship packages. More details on that can be found elsewhere in the mag.

The DOC packs for this year are also heading our way soon so if you haven't signed up to be a DOC member then jump onto the Ducati website to do that.

And lastly the annual Ducati yearbooks are also available again. We will set up an event for you to get your pre orders in with an option for them to be posted or not depending on whether you are going to be at a meeting or anywhere near either Werribee or West Meadows or even Geelong to pickup.

My forced layup, and finally being able to spend some time with my mum, has given me some time to think about everything that we've all been through over the last few years and all the things we have coming up. We've made it

through 2 pretty rough years with COVID which has impacted us all differently. Some of us got through it fine, some of us maybe struggled a bit more with it which may have seen us a little more sensitive to things and perhaps saw behaviours that we wouldn't have otherwise. One of the great things about our Club though is that despite the many and varied members we have we can all appreciate the fact that we are different and work together to enjoy the thing that we love the most, riding our bikes. So in musing through this I thought I would include some random President Musings to my articles as I move into the last months of my tenure. Where we've been as a Club and where we are heading.

And with that I'll go and change which bike is on the charger!

Mel

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

Oliver Barrett



Well, it has been a long time since I had a 'ridefree' month but that is exactly how the last month (and a bit) turned out. My long postponed (by me) shoulder surgery took place to complete the RHS conversion from a bicep to a 'monocep' and to do a general tidy up of the various frayed bits that have developed over time. If I had realised I would live this long I would have maybe avoided some of the more extreme 2 strokes and generally looked after my body a bit better by trying to fall down less in my youth. Oh well hopefully back in the saddle in a month or two – older but none the wiser.

Despite being constrained by all that, it was the good Aldi time of the year. I have for years used an Aldi 'tailbag' on the ST so this time I bought both a tank and a tail bag to see what I could fit on the (ahem) 'faded red' bike that lives in the shed with her Ducati companions. After some fiddling around I converted the tank bag to be a tail bag that can simply be unzipped/unclipped at the end of a ride or when it is the bikes bathtime. After some proof of concept rides on some rough/corrugated roads (if it all works) I will replace the temporary plywood 'bagstabilisor' with an aluminium one. Before you ask – yes there are many good tailbags to be bought with minimal effort but being a bit inventive and having quality shed time is just so much more fun. A couple of photos to illustrate

At the start of my temporary time as Club Sec I said I would try to include a bike picture with each monthly report to reflect how riding replicates life. This month's photo by Gav Hodge at the front of the Jeff Gill printing presses that used to produce Desmoto clearly indicates the extent to which bikes of all kinds have had a role to play in my current state of maturity and statesmanlike mien.

Oh, before I forget Club minutes and such stuff continue to be produced recording the Committees doings and other such Club stuff while spring moves ever closer and the riding season starts in earnest. Hope to see you soon on a Club ride.

Oliver



treasurer's report

George Rappold



I will be away for our next committee meeting, the end of month financials will be in the usual place, but will only be current to the 27/08 not the end of month.

In breaking news our term deposits have matured and have been re-invested, so instead of earning almost nothing, they are now earning slightly more than almost nothing.

I am heading OS to do this:

<https://www.leodescapes.com/ride-mugello-ride-corsica-ride-sardinia-ride-tuscany.html>

I chose the BMW S1000R for the ride (because I am familiar with it) and the Panagale V2 for Muggello.

George

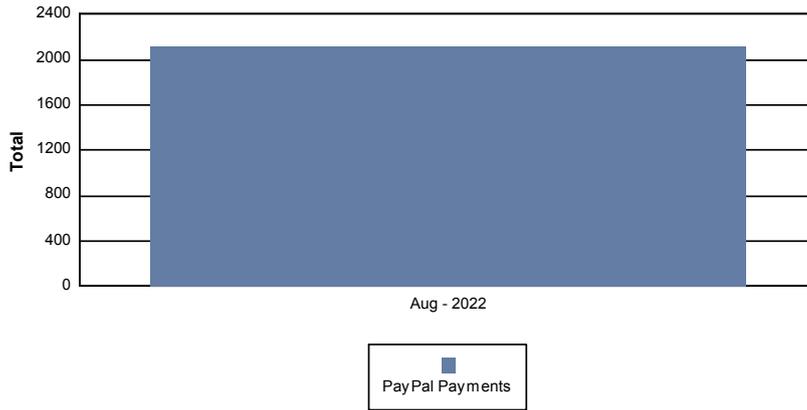


Payments from: 1 Aug 2022
 to: 31 Aug 2022
 Include: Invoice payments, Donations, Refunds
 Payment method: Offline, Online
 All payments



Summary	Total	Aug - 2022
PayPal Payments	2,119.60	2,119.60
Grand Total	2,119.60	2,119.60

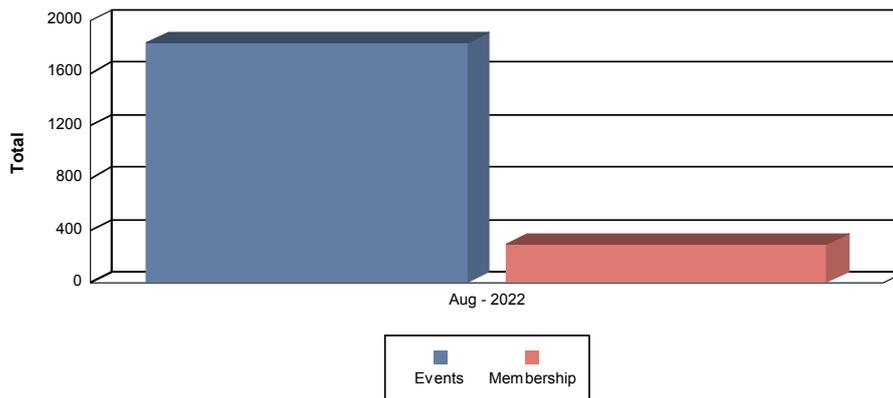
Invoice payments



	Total	Aug - 2022
PayPal Payments	2,119.60	2,119.60
Total	2,119.60	2,119.60

11 Sep 2022

1 Aug 2022 to 31 Aug 2022
Events, Membership, Donations, Store orders, Manual invoices
All invoices



Summary

	Total	Aug - 2022
Events	1,825.00	1,825.00
Membership	294.60	294.60
Grand Total	2,119.60	2,119.60

Events

	Total	Aug - 2022
Grand Final Weekend - Rutherglen	1,825.00	1,825.00
Total	1,825.00	1,825.00

Membership

	Total	Aug - 2022
Full	New	207.68
	Total	207.68
Family	New	86.92
	Total	86.92
Total	294.60	294.60

il rapporto del capitano

Geoff Salmon



Vee Wipe

Thank you Mike Robinson 1) for the tip on a useful piece of kit and 2) giving me something to write about. Motorcycle gloves, like T-shirts, seem to breed over time but of the pairs I own none have a rubber finger wiper. Possibly it is because I restrict myself to RST and the two Jappo brands, Taichi and Komine - their cuts usually suit my stumpy mitts.

Enter the Vee Wipe, a glove accessory sold by Bob Heath Visors in the UK. It is a soft, rubber sleeve that grips the left index finger, or any other finger if you wish. It is supple and shaped so not to restrict movement. A thicker ridge of the same material is moulded along the top and works as a wiper in the usual way. A wrist tether is optional to ensure it stays in place. I can't say I have tested it in anger yet - I wore it for the first time to Jerusalem Creek last month and was half disappointed that our rainy spell happened over lunch. It certainly looks and feels like a decent wiper, is comfortable to wear and can be put on for the day in anticipation of showers. It is unlikely to get lost as it stays on the glove when the glove is removed. You will need to come up with your own storage pouch when not in use though - I happened to have an empty ear plug case (sob).

The Vee Wipe comes in three, colour coded sizes. Mike and I both chose their two-pack containing a medium size for men's regular gloves and a larger one for thicker, winter gloves. Through PayPal the pack cost \$17.60 plus \$8.20 postage and took about a fortnight to arrive. So far it is a thumbs up from me, or a swipe right if you like.

www.bobheathvisors.co.uk/products/vee-wipes/



Reduce, Reuse, Recycle

I try to follow the 3R mantra but when it comes to motorcycle gear it is a case of do as I say, not as I do. Gloves are not the only kit I have in abundance. When I resumed motorcycle affairs in 2014 I made tentative and inexpensive purchases on eBay. I soon bought better stuff, later bought bigger stuff and more recently have started downsizing. Multiply that by leather, textile, summer and winter styles and the census is shameful - 11 jackets, 11 pants and a swag of other garments including 2 air vests. I am sure I am not the only one with a confusing muddle of liners and back protectors. A garage tidy-up was the trigger to rationalise and I feel good about my surplus going somewhere useful. Life is best kept simple.

Beggarised

I recently had a privileged invitation to visit life member Ric Begg's man cave. Wow! It is a long held, purpose bought, inner urban factory space where Ric houses his collection of motorbikes and old cars. And by golly he's got a few. It also has a well resourced engineering workshop. It seems Ric spends more days there than not, advancing his various projects. Number one at the moment is creating an ultra-lightweight Monster 1100 Evo to better suit his aging body. That had my interest, both as a former owner of the model and also his tenacity - I am not that far behind him. As well we found common history in a 1970 Honda CB 175. The difference is that mine was red and Ric's blue, and that Ric still owns his. Oh for a shed like Ric's!

Capitano Stuff

As some actual Captain material I can offer this:

- Congratulations to Evan Rubenstein for another New Member Ride run on August 21. It is his third, not second as I said when posting facebook pics. It attracted 10 riders plus 1 pillion which is a respectable total by recent standards. Fruit of the loins Matt supported as TEC. It was a good effort as both Rubensteins were fresh home from a European wedding that of course included bike hire in the French, Swiss and Italian Alps. Evan has a fourth New Member Ride scheduled for November 6.

- The Ride to Brekky idea has been successful enough to repeat next winter I feel. Red Hill on August 28 attracted 9 riders plus 1 pillion, providing a local event for several and also a flexible one for your Captain. The weather was favourable and we expanded with a couple of hours of sightseeing and a lunch option at Mt Martha.
- Rutherglen will be locked and loaded by the time this is published and with a weather forecast known. Fingers are crossed for a good event after failing to proceed last year. I repeat the opportunity for non-Melbourne members to get involved – the Welcome sign is out to link up at any of our planned stops. Email captain@docv.org for detail.
- Gembrook Garry and Ivanhoe Chris Williams both have volunteer rides coming up in October. Garry's heads south to Kilcunda from Rowville (Oct 9) and Chris's north from Diamond Creek (Oct 23). You know they'll be good.

Thunder Rally

The idea for a second Thunder Rally Group failed but the exercise at least created a waitlist. A withdrawal from Group A meant that a spot could be offered to the two who had registered interest. It worked out in a pleasing way – both Members were given an opportunity, the spot is now filled by someone eager, accommodation bookings are honoured and we go as a legitimate contingent from the Club.

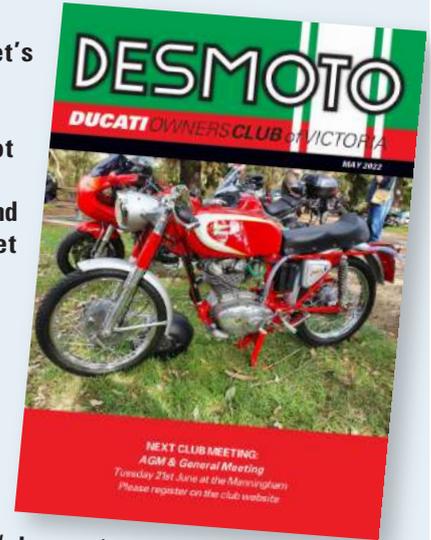
A fourth Thunder Rally tour is possible for 2024. If so I think a focus on Byron Bay's hinterland would compliment previous itineraries well. It is a big trip to go north from Nundle by several days and then return on a worthy route home again. You can have too much of a good thing so we shall see. In the meantime my offer stands to help anyone planning something independent for next year, or adopting a more modest itinerary for 2024. The rally can be so-so but it is a wonderful excuse to go north, young man.

Cin Cin,

Geoff

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

DESMOTO ADVERTISING

Advertise your product or business to our club members, partners and their extended network. Since going digital-only, Desmoto has seen a steady increase in popularity. Recent editions have seen download numbers of 1,000+ on our website, and the magazine is shared with friends and partners of DOCV, as well as interstate DOC and bike clubs in Australia.

Advertising rates for Desmoto are for a 12 month calendar period from the first ad placed. This will cover 11 issues (there is no magazine in January).

Your advertisement can be updated at any time at no further cost during this period.

DOCV members receive a free business card-sized ad for their business for free.

For more information, or to book an ad, please reach out to Evan at treas@docv.org

Thank you for your support!

ADVERTISING FEES	11 issues
Full page ad.....	\$500
½ page ad.....	\$300
¼ page ad.....	\$200
⅛ page ad (Business card size).....	\$100
Full page ad (inside covers) *.....	\$750
½ page ad (inside covers) *.....	\$400
¼ page ad (contents page).....	\$250

* If available

relazione della vicepresidente

Rachael Alexander



Welcome to spring everybody. It is such a time of growth, productivity, new beginnings, and hope (mostly that the Groundhog Day winter we are having will eventually come to an end). The nascent signs are there, it is lighter when I leave the house in the morning and return at night, we are getting the occasional day that is above 12-13 degrees, the footy finals are on, we are shoring up our accommodation for the Moto GP at the Island, Fathers' Day and the plants and trees are bursting back into life.

The exception to the this would be most of our front and back yard at the moment, as most of the plant life, except for the healthy native trees has been levelled. Every time I see it from the street, the house looks exposed, shocked even, like somebody has dakked it and its trackies are still dangling around its knees and it is trying to figure out the quickest way to pull them back up without bending over and exposing even more bits that once seen by an unsuspecting public, cannot be unseen.

On a club note, it looks like some of our newer members who joined before July have received their member packs. You are welcome. Our newbies who joined after that will have to wait another month or so for theirs. Looks like President Mel will be placing the DOC mothership order soon, so if you intend to join, you better get in shortly to be eligible for their goodie bags when they arrive.

We have managed to squeeze in a ride here and there and to test out our new Alpine Stars Tech 7 boots as I have been undertaking yoga teaching training (who knew Sanscrit would be so hard to learn?). We bought the boots in a quest for better ankle/foot/lower leg protection and to ride less on the bitumen. The first ride was not much fun. There are always wins and losses in these scenarios and what you win in protection you lose in feel and the ability to fit your foot under the gear lever.

Of course, Orlando got the hang of things much quicker than I did and I had to pull over a few times shortly after I had left an intersection so I did not get rear ended by a car as I could not shift the gears up. As I lost the knack of the 'active shift', I managed to find some sort of neutral between all the gears, which kinda took the shine off the new boots.

Our second ride with the new boots was markedly better as Orlando adjusted the position of our gear levers on the Multis (the Super sport is not made for these boots) so you no longer need to be some sort of ankle contortionist and somehow flick the gear up with the side of your foot, whilst having no idea where the lever actually is. More protection means less perception.

I love how easy the Multi is to ride. The upright position and not being bounced around on bumpy roads certainly makes a big difference to my experience. The only thing we need to get sorted, especially if we are going to ride more dirt and to make hill starts less terrifying, is the back brake. It is close to useless and does not even hold me on a slight incline. We did put the rinky dink brake fluid in it last time we had it serviced, but apparently, they require regular bleeding to function properly. If anybody has any more suggestions, please let me know.

Hope all the fathers and role models out there (no matter what your gender) were shown some appreciation on the day. I got my first 'Fathers' Day' present, as it just so happens that I did not have one of these and they were on special. It was a GPS – a Garmin Zumo XT that does a wonderful job of finding the windy way, when you tell it to. I will give the full skinny on it when I get more of chance to test it out. Thus far it has been great, Orlando has shared all his maps with me and looks like it will become an indispensable bit of kit, especially when riding in unfamiliar roads.

Further details on this can be found at:

https://www.mxstore.com.au/p/Garmin-Zumo-XT-MT-S-Motorcycle-GPS/GA0100229620?gclid=EA1aIQobChMIxenJrbSH-gIViH4rCh1XAAWWEAAYASAAEgINvvD_BwE

Here is to hoping that you get to get out and about on your magnificent machines in some glorious spring sunshine.

Take care out there and keep on shining you crazy diamonds.

Rachael



Garmin Zumo XT MT-S Motorcycle GPS
– my Fathers Day present.

Things of Beauty



In the sleepy English country town of Stowmarket you'll find one of the world's top Ducati specialists: Made In Italy Motorcycles. For thirty years John Fallon has been buying, selling and restoring Ducatis—and we've finally snared a set of images that show the incredible quality of his work.

It's a heavily customised 860 GT, inspired by Ducati's beautiful 1970s Super Sport machines. The man responsible for the metallurgy is Fallon's workshop guru Neil Ridgewell, who's also a qualified Ferrari, Bentley and Maserati technician.

Most Ducatisti will be scratching their heads looking at this bike, so it's worth digging into the backstory a little. It starts with Giorgetto Giugiaro, the world's most lauded car designer in the 1970s.

Giugiaro drew sensuous curves for Alfa Romeo, De Tomaso and Maserati, and posters of his cars adorned millions of teenage bedroom walls.

So you can't blame Ducati for asking Giugiaro to design the 860 GT. But Giugiaro suddenly changed tack, and ditched the curves for what became known as the 'folded paper' look.

It worked for the Lotus Esprit and the VW Golf, but left the angular 860 GT looking awkward and out of place in the Bologna factory's line-up.

The 860 GT is not a bad bike, though—apart from a slight tendency to weave at high speed. And this one has the looks to match its capabilities.

It's a 1977 model owned by Tom Craig, who'd set his heart on a 'green frame' 750 Super Sport. "I was living in Monaco and wanted a bike for day trips into the mountains and over to Italy," he reports. "But I ended up with an 860 GT."

Tom decided to give the bike an extreme makeover. So he briefed Made In Italy Motorcycles to restyle his GT with a classic Ducati vibe. It's effectively a monochrome version of a green frame bike, but obviously a custom build.

"I felt uncomfortable doing a straight copy of the green frame," says Tom. "But I think the result is pretty good. Everything is as it should be, and it goes as well as it looks."

"The red leather saddle is confirmation that this bike never sees wet days—not that there are many in Monaco!"

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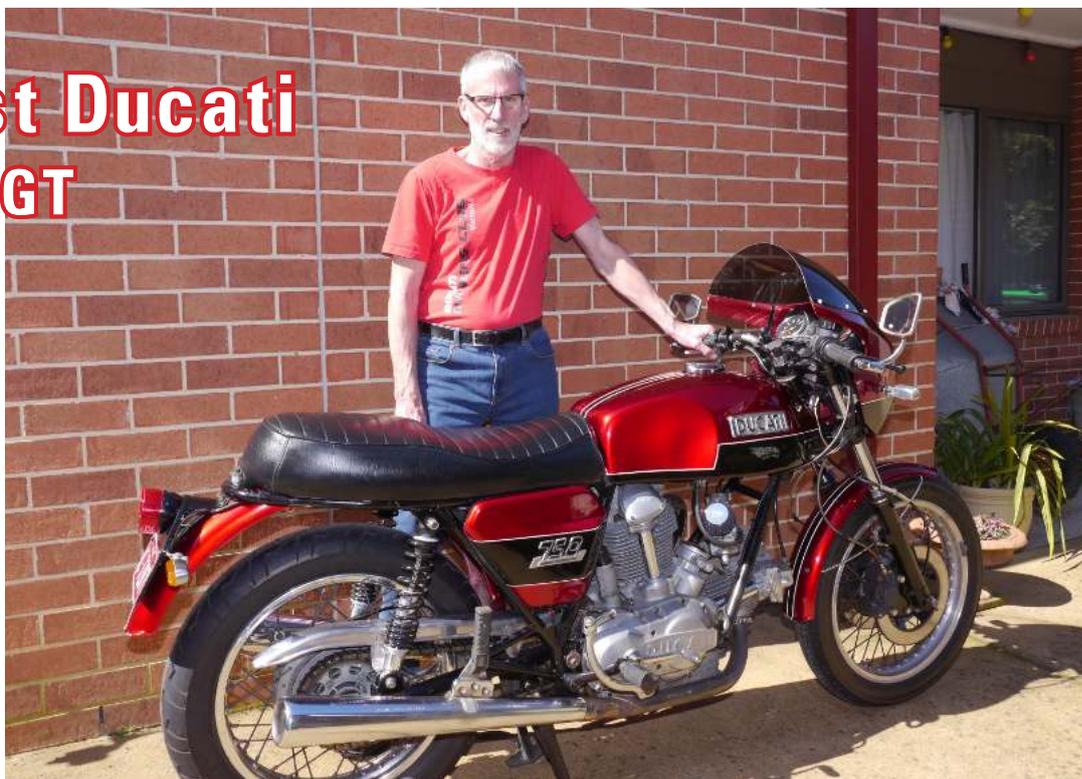
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My First Ducati

1974 750 GT

Peter Shearman



When I was younger I had always been a keen bicycle rider but overnight I developed a sudden interest in motorcycles. This happened at a weekly Badminton game when one of the players rolled up on a Honda CB 100 single. I can remember reading through his motorcycle owner's manual to find out how the controls worked and started thinking about getting my own motorcycle one day.

I obtained my first motorcycle in 1973, a second hand Honda CD175 twin, initially as cheap transport, to get me to Swinburne tertiary college in Hawthorn where I was studying. My father, who had once owned a small capacity Villiers powered machine, somehow convinced my mother that a motorcycle would be cheaper to run and more practical than a car. To this day my mother is still not happy that I ride a motorcycle.

As I was only doing a small amount of paid holiday work at the time I suspect that my parents paid the lion's share of the purchase price. This was to be paid back in instalments (interest free) in the fullness of time. Having my own motorcycle gave me some independence and also benefitted my parents as it meant that I didn't have to borrow the family car whenever I wanted to go somewhere.

I remember riding the wheels off this bike as I discovered the freedom of motorcycling around the Victorian countryside on weekends.

I soon joined a very active campus motorcycle club at Swinburne whose activities constantly interrupt my study routine. The club often went away for the weekends, camping out at various locations around Victoria.

I later upgraded and bought a Honda CB450 This bike was pretty reliable apart from an unexplained main bearing failure that was fixed under warranty.

In 1975, after a couple of long distance Interstate trips on the Honda 450, I was again ready to upgrade to a larger capacity

touring machine. The 450 parallel twin tended to vibrate quite a bit at touring speeds (no balancer shafts) and I wanted a smoother bike that would be more relaxing to ride on longer trips.

Why A Ducati 750 GT?

After having previously owned two Hondas' the logical choice for an upgrade was a Honda 750 four. These were very popular at the time and a large range of aftermarket 'dress up' parts were available to personalise your ride.

However during a few joint rides with other clubs I had the chance to observe a couple of Ducati 750 GTs. These bikes were just so different from the mainstream motorcycles of the day. Most bikes looked the same from either side but Ducati's asymmetric styling meant that each side had its own special features.

The 'L' twin layout was unique to Ducati and far removed from the parallel twins that I had owned previously. On the road the 'note' from the Conti exhausts was mesmerising and the claimed handling performance was often discussed in glowing terms by riders.

The big V-Twin engine looked purposeful and the sand cast crankcases had an appeal over the plastic coated cases of the Japanese bikes. The other noticeable thing was how narrow the Ducati was, slightly narrower than a parallel twin and much narrower than the Japanese 'fours' that were around at the time.

I remember riding behind a GT on one ride and enjoying the sounds from the Conti's as the big bike worked its way up and down through the gears. I was mesmerised!

So now I had a difficult choice between a Honda 750 four and a Ducati 750 GT. At the time the 750 Sport was also available but it was quite a bit more expensive than the GT, also it only

came with a solo seat (no pillion capacity) and clip on handlebars which weren't conducive to comfortable touring.

The Honda four was a reliable machine that everyone raved about. Supply was plentiful, servicing simple and priced well under the 750 GT. I could use the extra money to personalise the Honda and have a reliable performance bike that was easy to service and requiring minimum maintenance.

Then again there was the allure of the Ducati. It was different, it had character, and it was a bit exotic. And so, despite the fact that I had never ridden a Ducati twin, I ordered a 750 GT from Sydney through my trusted Honda dealer in Brunswick.

My 750 GT Arrives

At the time I was not aware that the 860 GT had been released in Europe. The 750 GT was officially no longer in production and the 750 Sport was soon to be phased out, replaced by the new 750 & 900 SS's. The only available 750 GT's were the stock remaining in dealer's showrooms and any shipments in progress. I don't remember being offered a choice of colour (Gold/Black or Red/Black) rather I would have to be satisfied with whatever arrived!

The last normal production run of 750 GTs were parts bin variants. Front forks could be black painted Marzocchi or polished alloy Ceriani's, instruments could be Veglia (KPH) or Smiths (MPH or KPH), front brakes could be Scarab, Brembo or Lockheed. Some 860 parts were also appearing on the last of the 750's mostly updated switchgear, electrics and throttle & clutch controls. The last of the 750's also had the 860 style screw type adjustable rockers with higher rocker covers to give the additional clearance required.

After four years of production the 750 GT had been improved in some areas and devalued in others. The engines were now oil tight with pressure cast crankcases and the early leading axle front forks had been ditched in favour of more conventional centre axle units. The sometimes leaky and potentially dangerous fibreglass fuel tanks had been replaced by metal tanks. The glorious Conti exhausts had been replaced with ugly seamed Silentium's to appease noise control. The beautiful Borrani alloy rims had been replaced with heavy

chromed steel items and the nicely polished stainless steel mudguards had given way to painted steel. Switchgear was slightly better than the old 1960's style chrome flick switches but needed occasional lubrication to avoid breakage of the plastic rocker buttons.

Eventually my new Ducati 750 GT arrived in Melbourne. I was fortunate in that it was in the red/black paintwork as the gold painted models had a tendency to fade rather quickly. It had painted Marzocchi forks, a Scarab disk brake & (relatively) steady Smiths instruments (in KPH).

First up the mechanic couldn't get the bike to start. Finally, in desperation, he removed the pink Italian sparkplugs and literally threw them across the road. With a set of new Australian sparkplugs inserted the beast was finally started. The mechanic gave the bike a big rev and I was worried because the bike wasn't yet run in. I remember being nervous riding home in the peak hour traffic but I was both excited and expectant about my future riding on the big Ducati.

My First Long Trip

I quickly fell in love with my Italian mistress and couldn't wait for the next weekend to go for a decent ride. So one week night, after a full day of work and a quick meal, I headed off towards Gippsland with no particular destination in mind. I lost track of time just enjoying the bike until eventually I found myself in Sale some 200K from home.

I stopped at a local coffee shop, the Bamboo (the 'Boo' to the locals), for a short break before returning to Melbourne. I started talking to a couple of local motorcyclists from the Sale Air Force base and it wasn't long before me and my 'exotic' bike had been invited back to my new friend's house. Again I lost track of time as we talked and partied into the wee hours of the morning.

I was expected at work later that same morning so I declined an offer of sleeping accommodation and pointed my new Ducati back in the direction of Melbourne. Somewhere near Drouin, around 3 am, I realised that I didn't have enough fuel to get me all the way home.

Brand New 750 GT





My 750 GT at Port Augusta (WA Trip).

In those days most country service stations were closed by 8 PM although a few had coin in the slot machines so that you could get fuel after hours. Fortunately luck was with me as an open service station miraculously appeared out of the darkness allowing me to fill up, get home and crawl into bed around 4 am! I was woken up a couple of hours later by my Mother and had to head off to work. I didn't care because I was still on a high from my first long distance ride on my new Ducati!

Some time later I decided to liberate the Ducati symphony by replacing the ugly, restrictive and overly quiet Silentium mufflers. Genuine 'Conti's' were well outside my budget at that time so I had to settle for a couple of British 'Dunstall' aftermarket mufflers. My Ducati now had a 'note' but it would be a few more years yet before I could afford a real set of Conti mufflers to get the 'proper' sound from my Ducati.

Early Ducati Twin Idiosyncrasies

Early on starting became difficult whenever the spark plugs got a bit dirty and eventually this was traced to very low output OEM coils. I recall a number of embarrassing occasions at parties where crowds would gather and start counting out loud how many kicks were required to start the bike (at times 20 to 30)!

I also remember the bike blowing smoke from one cylinder early in its life which had me very worried until it was traced to a faulty valve guide seal. This was the first time I had done any serious engine work on my own bike. Fortunately it was on the front cylinder (easily removed) and after procuring a valve spring compressor and a new seal the bike was soon back on the road after a few hours work. For the first time I realised how easy this bike was to work on due to good design and simple engineering.

The original Scarab master cylinder leaked from new and didn't have much fluid capacity. It was replaced with a Japanese master cylinder which worked perfectly well.

My GT had inherited the three cable throttle system from the new 860 GT. After breaking a couple of main cables at low mileage I pulled the twist grip apart and used a hot soldering iron tip to smooth out a sharp ridge in the cable guide. This dramatically improved the life of the main cable.

I also recall having trouble with a burnt exhaust valve at one stage. A friend advised me to take it to a bloke 'out in the sticks' at Riddles Creek who was supposedly a bit of a Ducati guru. Bob Brown, who was then based at his home, fixed me up with a new valve. There was a minor problem here as the 860 GT was being built with screwdriver adjustable valve clearances (no shims). The last 750 GTs' inherited this system which used slightly longer valves. Bob had to use an earlier type short valve and put a shim on top to make up the correct length! This got the bike back on the road and worked fine until it was eventually replaced some years later.

The original Marzocchi rear shockers had only rebound damping (no compression damping). This meant that whenever you went over a big bump the rear tire would hit the mudguard. When this happened the extended threads of the mudguard mounting bolts would chew chunks out of the rear tire. This could also lead to the rear wiring loom, clipped inside the mudguard, being chewed up causing loss of lights and blown fuses.

The quick fix was to reverse the mudguard mounting bolts and reroute the wiring loom under the seat to the rear lights. A better solution was to replace the Marzocchi's with aftermarket shockers.

Most owners ditched the original rear shockers early on with Koni's being popular replacements as they had compression damping & were re-buildable. The only issue with these was that they were not specifically made for the 750 GT. They were slightly longer than the OEM units and this could make the bike unstable on the center stand unless you picked the right spot to park. Some owners extended their center stands to provide a more secure footing.

The 750 GT had a 150 watt single phase alternator which was low powered compared to other machines at the time. The original headlight was designed to take a 35 Watt filament bulb and the points ignition would work happily at reduced voltages. Once owners started fitting 55 watt halogen globes, Rita ignition boxes and high output car coils, then the bike wouldn't start charging the battery until around 4,000 RPM with the headlight on.

Riding around town at night the bike was almost constantly running on the battery. The electronic ignition wasn't happy if the voltage dropped much below 12 volts so you could find the bike stalling whilst waiting at the lights especially if you had your indicator on as well. Changing to smaller motorcycle coils helped but you just had to keep the revs up at night whilst waiting at the lights. You can now get aftermarket alternator upgrade kits to boost the output of this model.

Working On The Early Twins

One good thing with the early Ducati twins was that they were very easy to work on and they used Allen key bolts. This allowed me to retire the impact driver that was essential when working on the Phillips head bolts found on most Japanese bikes.

The V-Twin engine had perfect primary balance and there were no chains to adjust or wear out inside the engine. Other bikes had chain driven camshafts, primary drives and 'balancer' shaft assemblies. All Ducati engine shafts ran in replaceable roller bearings with a low pressure oil feed.

Normal servicing involved changing the oil, cleaning the points, checking the timing and tuning the carburettors.

Oil changes on the 750 GT were frequent and costly. One of the first services provided by the fledgling DOCV was bulk oil purchases to reduce costs to members. The club would buy 60 litre drums and decant into member provided oil containers.

You had to be careful not to 'round off' the soft aluminium sump and filler plugs. I remember filing mine down to the next size early on because of this although once I got the correct spanner I didn't have any more trouble.

The GT sump held close to 1 gallon (5 litres) of oil which was more than most cars took at the time. Japanese motorcycles had full flow paper element oil filters but all the Ducati had was a 'flywire' strainer in the sump. This combined with clutch plates sharing the engine oil meant that you needed to change the oil every 2,000 K. If you didn't then you ran the risk of the centripetal 'sludge traps', in the crankshaft counterweights, filling up with clutch plate debris and restricting or blocking oil supply to the big end bearings.

The 'flywire' strainer was attached to the sump plug and you had to be careful re-inserting this as you could end up deforming the strainer if it wasn't correctly located.

Filling the bike with new oil was also tricky due to the restrictive location of the filler plug and a straight funnel didn't help much. Fortunately a DOCV member (who was a plumber by trade) made up some bespoke 'bent' funnels out of spouting downpipe! I still have mine and use it for any angled filling requirements.

The ignition points were relatively easy to set although you did have to swing the horizontal carburettor out of the way to get good access. You also needed to purchase a degree wheel to set the timing and top dead center (TDC) was found using a cylinder probe. Later on I made myself a positive piston stop tool which allowed more accurate setting of TDC.

You could only set the timing exactly for one cylinder although you could play with the points gap to get the other spot on. This wasn't really necessary for the GT engine as it would run fine even with the timing quite a bit out. Some owners resorted to splitting the points plate in two but this made the points gap harder to adjust. Eventually most owners upgraded to a Rita electronic ignition which had a much improved advance curve and didn't require any regular adjustment. These days you can still get a 'Dyna' electronic system for the old round case bevels.

On my bike the tappet clearances were easy to check and adjust as I had the 860 style screw adjusters rather than the shim system. The screw style adjusters had a flat sided ball in a socket which operated the valve. In some cases, if you had the rockers out for any reason, the ball could twist or not seat properly. If you didn't pick this up on re-assembly then at some point down the road the ball would suddenly seat properly opening up the clearance and creating a hell of a rattle. Disconcerting but easily rectified.

Carburettor 'tuning' on Ducati's was a bit of a black art and anyone who could get the bike idling slowly and smoothly wore the title of Ducati Guru. Eventually vacuum gauges became available to make this job more scientific but the nature of a big twin is a lumpy idle unless you have a really big flywheel.

In Closing

Whilst the 750 GT was initially overshadowed by the Honda and Kawasaki four cylinder machines, and later by the SS's and Darmah's, they now deservedly hold a place as an iconic bike that represents the beginning of a long line of Ducati 'L' twin motorcycles which continue to this day.

I still own the 750GT that I bought new in 1975, it is part of the family and I have had many memorable rides and adventures on it. Whilst it is now in semi-retirement, on club plates, it still gets out on the road every now and then and surprises with how well it performs for a 42 year old design.

My Second Ducati (teaser)

In 1976 the 'sanitised' 900 SS was not a big seller. It was over priced compared to Japanese large capacity machines and had lost many of the race bred components that made the 1975 model so desirable.

So how did the Melbourne Ducati dealer sell around 45 bikes in less than two weeks and why did I put myself deeper in debt to buy one?

All will be revealed in a future article on my second Ducati, the 1976 900 SS.

Falloon's Favourites: Ducati 750 GT

By Ian Falloon, December 23, 2020

From: infomoto.com.au – Huge thanks to Ian for his permission to reproduce this article.

Ian Falloon is Australia's go-to-guy for classic motorcycle wisdom. Ian has written nearly 45 books on motorcycles that each offer unparalleled insight on the historical and technical development of particular makes and models.



The original Ducati 750 GT represented a new era for the Italian brand, and its 90-degree V-twin would become fundamental to Ducati's DNA. Here's what made it so special...

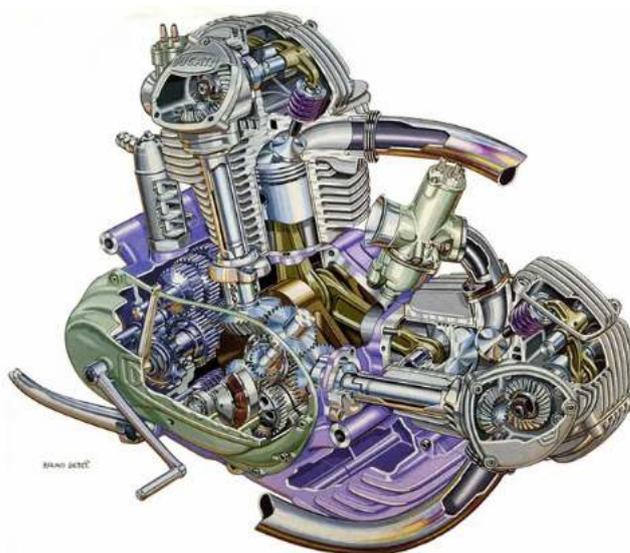
Back in the early 1970s the general consensus was if you wanted power and reliability you bought Japanese, but if you wanted to go around corners it had to be British. But for the average motorcyclist British bikes, notably Triumphs, BSAs and Nortons, were simply too much trouble.

Not only did they leak oil, they were maintenance intensive and unreliable. Knowing they would at least go fast in a straight line, and get home after a ride, most motorcyclists simply put up with the weight, weak brakes and limp shocks of Japanese Superbikes.

When Ducati released their 750cc V-twin in July 1971 it augured a combination of British style handling and braking with improved reliability.

Compared with other superbikes of the day the Ducati 750 was unique. The 90-degree V-twin was basically two 350cc singles lashed together. The cylinder heads followed the time-honoured fashion of the Bologna firm; single overhead camshafts driven by helical-cut bevel gears and towershafts.

The bore and stroke of 80×74.4mm was similar to the 350 single but the twin featured coil valve springs (instead of hairpin) and breathed through a pair of Spanish Amal carburettors. While the crankcases were vertically split, lubrication was by wet sump, without any external oil lines or oil tanks so the engine remained oil tight. Barely wider than a single, the 90-degree layout provided perfect primary balance and was incredibly smooth.



There was no need for a rubber-biscuit engine-insulating system, no tall vibration-damping gear ratios, no sponge-sprung handlebars or Loctite to stop nut and bolt absenteeism. It may have looked a little ungainly but Ducati's twin was the perfect example of form following function. The central question was "how will it work," not "how will it look," and Ducati succeeded brilliantly.

Although the alloy engine, with dozens of carefully matched gears whirring away inside, was expensive to manufacture, Ducati didn't stint on the running gear. With the engine incorporated as a stressed member, the steel frame consisted of predominately straight tubing.



The swingarm pivoted in generously sized bronze bushes and the chain adjusters were a rigid Seeley type. At a time when some Superbikes were fitted with forks with spindly 33mm tubes, the leading axle Marzocchi fork featured beefy 38mm stanchions. The long engine and 29-degree steering head angle contributed to a lengthy 1,530mm wheelbase but this provided exceptional high-speed stability.

It may have been cumbersome at slow speeds but when the footpeg kissed the pavement in a 130-km/h sweeper and the bike didn't bobble you knew Ducati got it right.

Another thing Ducati got right was the braking. In an era when most front brakes were either drum or a single stainless steel disc with a single-piston floating caliper, the Ducati 750 had a 280mm cast-iron disc with a twin-piston racing style Lockheed caliper. Functional in the wet or dry, the Lockheed brake could comfortably squeeze the bike down from more than 160 km/h time and again without fade. Borrani alloy wheel rims and fibreglass bodywork kept the wet weight down to around 200kg. This was lighter than every other Superbike except the Norton 750 Commando.

Designed by passionate motorcyclists rather than a corporate committee the Ducati 750 was a flawed jewel. Quality alloy Borrani wheel rims contrasted with ergonomically compromised handlebar switches. The chrome and bolts rusted on their first contact with water and the water slide tank decals would peel away when subjected to high-pressure wash.



But for the true believer these details were immaterial. This bike connected your nerve endings to the Dunlop TT100 tyre patches better than anything else in 1972. It may not have been extremely powerful but the way the Ducati 750 leapt forward from 3,000rpm in fourth was exhilarating.

Because of its unusual looks Ducati's 750 was initially greeted with some scepticism. But this all changed when Taglioni took a batch of 750 GTs off the production line to prepare as racing machines for the Imola 200 mile race. On 23 April 1972, Paul Smart and Bruno Spaggiari trounced the world's best, including Agostini and the MV Agusta and the finest Norton, Triumph, Kawasaki, Honda, BMW, Suzuki and Moto Guzzi could offer.

As Ducati's great engineer Taglioni quipped after this victory, "When we won at Imola we also won the market." It was the beginning of a new era for Ducati and the 90-degree V-twin (or L-twin as Taglioni coined it) would become fundamental to Ducati's DNA.



BRIGHT · VIC



LAUNCHING DESMOSPORT DUCATI CREW MEMBERSHIPS

Press Release 29 Aug 2022

DesmoSport Ducati Crew Memberships Are Here

DesmoSport Ducati is pleased to launch DesmoSport Ducati Crew Memberships. A direct way to officially become part of the DSD crew and support the team as Ben Henry and Troy Bayliss strive towards not only winning Australian Superbike Championships, but also developing young riders as they work towards their own global success.

Team co-owner, **Ben Henry**: *"For quite a while we've been looking at creating some type of DesmoSport Ducati Membership program and we've gone back and forth on the concept and inclusions quite a lot for a few years actually. With Broc joining us though, and the additional strain that puts on us financially, it was what we needed to push ahead with **DesmoSport Ducati Crew Memberships.**"*

Facilitated by DesmoSport Ducati partner Rider Support Australia, who confirm that 100% of the membership fee goes directly to DesmoSport Ducati, DSD Crew Members will receive the following benefits:



Essentially it's a mini sponsorship package for \$521.00 where we each DSD Crew Member will get:

- Exclusive DesmoSport Crew shirt
- Your name on the DesmoSport Ducati Race bikes[^]
- Rider and team sticker pack
- Access to team communications
- Free ASBK ticket to a round of your choice (excludes WSBK)
- Discounted ASBK tickets (excludes WSBK)
- Priority access to DesmoSport Ducati related events (MotoGP & WSBK Suites, Ducati Track Days powered by DesmoSport Ducati etc)



Team co-owner, **Troy Bayliss**: "As a team, we have a strong following and for a while now Ben, Dave and I have been looking at different options to get some of our more passionate supporters involved with DesmoSport in a more official way and so we've finally settled on DesmoSport Ducati Crew Memberships. It's a way for those that really want to be part of the team, but aren't necessarily in a position to be a more traditional sponsor, to come racing with us. We've already had some interest in the concept and I'm looking forward to meeting the new DSD crew members."

To become a DesmoSport Ducati Crew Member head to: <https://ridersupportaustralia.com.au/DSDMember>

Anyone who signs up in 2022 will remain a valid member throughout 2023 too.



RACE CORRESPONDENCE

by Scott and Gabriella

Hello everyone,

Well August was a quiet month, with only the one Austrian MotoGP race, at the Red Bull Ring a couple of weeks ago. There is no WSBK action as they are on their summer break and do not return to racing until next weekend, in France. Next month will be a big month, for September's newsletter, we'll have quite a bit to report on for GP, as well as, for locally.

MotoGP

The MotoGP in Austria, at the Red Bull Ring, is where the Ducati's usually do well, due to the high speed nature of the track. This year, there were modifications to the track, since there have been a couple of very big crashes over the past couple of years, but it didn't stop Ducati coming out on top at the end of the racing. We had 4 Ducati's in the top 5, with; Pecco Bagnaia, taking the win again, over a fast finishing Fabio Quartararo, on his Yamaha, and our own Jack Miller coming home in 3rd place. That was Pecco's 3rd win in a row and he is slowly closing the gap on Quartararo, and no doubt, be feeling some regret throwing the bike down the track, a few times earlier in the season. He'd likely be in the lead now, if he hadn't. Ducati's achilles heel the last couple of seasons has been the rider's inconsistency, as it has been the better bike in the championship.



Well again, a very brief report for this month's racing so, that's it for now, from both of us. Ride safe and see you soon.

Scott and Gabriella



A Visit to The Ducati Factory in Borgo Panigale

By Evan Rubenstein



Ducati Factory (picture Newatlas.com)

Ducati produced approximately 60,000 bikes in 2021, and according to them, this was their best production year ever. Historically (prior to the Domenicali era) production was never at the level of many of its non-Italian competitors. Recognising this and long before the Audi acquisition, Ducati collaborated with Porsche to modernise their production systems. Today, Ducati seems to be up there, on a par with most of the other manufacturers. Perhaps not in scale, but definitely in terms of manufacturing technology and quality.

So, I was very keen to do the Ducati factory tour while in Italy (ostensibly) for my youngest daughter's wedding. As a DOC member, I was aware that this was available free of charge, so I made my booking on the website and downloaded my ticket. As it sometimes happens with travelling, I had to change my plans a little. When it came to rebooking my ticket for the factory tour for a different date, I got this "error" message, saying in effect that due to a system upgrade, bookings were not available. I revisited the site several times and got the same message each time up until it was time to leave, so I had to satisfy myself with just visiting the museum. Buzzer!

My visit to Borgo Panigale took place just a couple of days before World Ducati Week, which, after careful consideration I had decided not to attend. Breakfast at the Hotel Amadeus was very much a Ducatisti affair. There were people from all over the world staying there, sporting various forms of Ducati apparel and evidently headed to the factory straight after breakfast. People from Spain, Portugal, USA, UK, Philippines, Austria etc. Most of them roared off on various Ducati models as I started my short walk to the factory at about 9am.

The pretty lass at the gate to the sprawling Ducati facility wanted to know why I had a no-charge ticket when I arrived. "DOC member", I replied. "Ahh" she said. "Why you no do factory tour? She enquired. After I explained my ticket booking woes, she sent me to another Ducati lady across the parking lot, who cheerfully added me on to the next factory tour without any fuss. Woohoo!

10 minutes later, with another handsome Ducati female as tour leader we set off, with our little one-ear headsets plugged into the communication system and with stickers strategically placed over everyone's smartphone camera lens. The tour



Ducati Factory, Borgo Panigale (Picture, Google Earth)



Main engine assembly line area (picture Newatlas.com)



Subassemblies in the Panigale Supermarket (picture Newatlas.com)



Small parts in the Panigale Supermarket (picture Newatlas.com)

enters the factory at the final inspection area where about 20 bikes of varying models were being checked over by factory personnel. Most of the bikes in this area were Desert X's with our guide pointing out that full production of these had only recently started.

The tour starts with a bit of Ducati history leading up to the current state of affairs as it relates to the factory and a general overview. Normally there are approximately 500 workers employed at the factory, but demand and hence production is seasonal, and so they engage up to 250 additional workers in the European summer, which is a peak sales period. There are about 600 employees in the offices which is on the same campus.

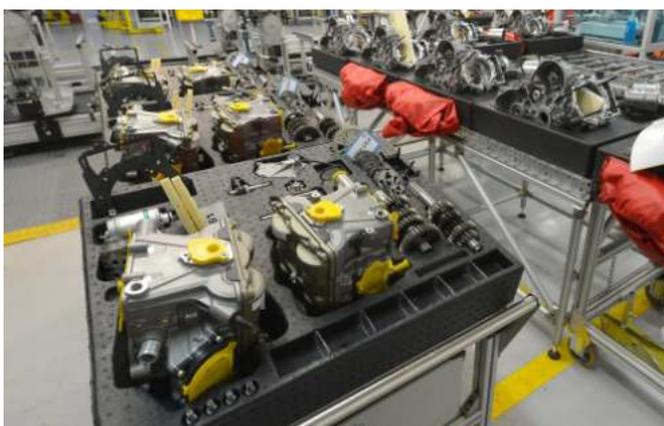
The main production facility is huge and is full of men and women all wearing "Ducati Bogo Panigale" t-shirts. I couldn't easily see just how far the factory stretched (and they weren't saying), but a quick look on Google Earth indicates that the main production facility is about 24,000m². The factory operates on a 24x7 basis with 3 shifts per day, throughout the year and produces approximately 400 bikes a day on average. Factory tours do not operate in August. This is European summer holiday month, when most of the non-factory staff take their annual holidays.

The tour follows a predetermined route, clearly marked out on the floor and while I was there, there were tours kicking off every 15 minutes, each with about 15 participants. Our tour leader was very knowledgeable - able to answer every question she was asked, including some quite technical ones.

The first thing we encountered is a glassed off section covered in bold Ducati graphics. This is the Ducati training

academy. With the guidance and assistance of Lamborghini and Audi, they have created a facility that admits 20 students per year, to work at the factory while doing their studies. This training is apparently not for future factory workers but for those destined for more substantive roles. They have set up a really well-equipped training centre complete with all engines currently in production, along with all the special tools and diagnostic equipment for the students to use. The students also spend time working in the various factory departments, learning the business. There is also a training centre for factory workers.

The factory complex houses the main production facility, Ducati Corse, product R&D, vehicle testing and final inspection as well as various other functions that we did not see. (There is a factory producing certain models in Thailand and one is planned for Brazil). Production is divided up into model families and then further into logical production units such as engines, frames, electrics etc. Each product family is produced within its own area but a few common facilities like testing and ECU programming are shared across the product range. Most of the components that are used are produced by third party manufacturers and delivered on a Just In Time basis. They are brought together to model family specific areas they call 'supermarkets'. All the necessary parts for a specific model are then picked and placed into special assembly trays, in sufficient number for the specific shift's production quota and then moved to the assembly area. As you walk around, you see bold signs like Multistrada Supermarket, Panigale Supermarket etc – reminiscent of retail signage. In each supermarket are racks of parts and sub-assemblies waiting to be used. Things like frames, swinging arms, sprockets,



Superquadro engine component kits in assembly trays (pic Newatlas.com)



Superquadro engine assembly (picture Newatlas.com)

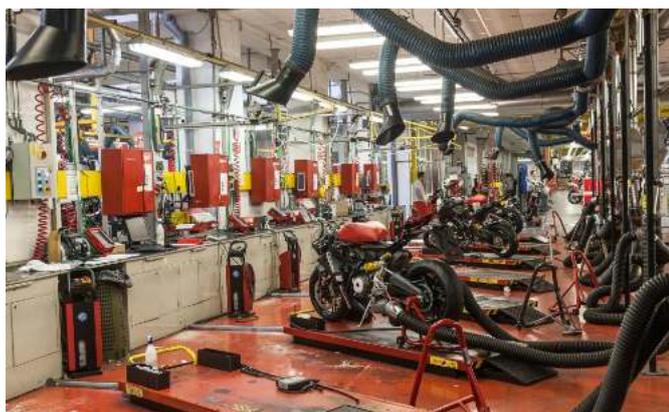


Panigale Assembly Line (picture Newatlas.com)

clutches, coolant bottles, radiators, wheels (with tyres already fitted at the Marchesini factory), plastics, wiring looms, lights, exhausts etc. Everything needed to build complete bikes. Certain subassemblies are put together within the supermarket area and then they go onto the assembly line for the rest of components to be fitted. Between four and eight people are involved in the assembly of a complete bike, depending on the model on the specific model production line.

Engine assembly is prominent. Each engine type has its own line. Each line has 30 or so assembly stations. Testastretta and two-valve Scrambler engines are assembled by one person at a time, while Superquadro and V4's need two. Engine assembly stations look quite sophisticated with integrated computer. For quality control purposes, each engine's assembly is documented and anyone that works on an engine has to sign off on the work that they have done. Wrenches are of the powered variety and connected via orange spiral cable. Paint markers are used on every fastener to provide a visual indication of completion progress. Apparently quality control initiatives successively introduced over the last 20 years have reduced the failure rate to well below 1%.

A document envelope accompanies each engine on its factory journey to its designated, number matching frame. Interestingly, engines are initially tested and 'run-in' by electric motor while being comprehensively monitored. In this way they can ensure that everything mechanical is operating correctly without the complication of fuel and electronics. If an engine does not meet all of the requirements, it is pulled off the line and sent to the 'ospedale dei motori' or 'engine hospital' for rectification before it is returned to the testing line. As we were passing, a batch of about 40 Desert X engines were lined up for testing.



Emissions Testing Area (picture Newatlas.com)



Engine testing (picture Newatlas.com)

Bikes are produced in country specific batches to deal with the specific destination homologation variations.

In one section of the facility is a brightly painted Ducati Corse door. Regular factory employees are not permitted to enter. Nor were we. Shucks!

In another section is the R&D Department. The double door to this area was open when we passed, affording us a look at a line of about 40 historical engines on pedestals going back probably all the way to the first production bevel drive single. No entry here either.

At the very end of the factory is the final testing area. Here almost fully completed bikes are filled with some fuel and run on a dynamometer in a glassed off, soundproof room. Each individual engine is exercised and tested. Bikes are then moved to the emissions testing area, where they are run for some time and all exhaust gasses are collected and analysed.

Once through the emissions tests, the bikes are almost ready and are moved to the final inspection area, where we entered for the start of the factory tour. It is a very brightly lit area where newly completed bikes are thoroughly inspected to make sure that aesthetically everything is perfect. Once the inspection is completed and signed off, the bikes have all the fuel removed and prepared for boxing - some semi-disassembled. For instance, batteries are removed and fairings on some models are not fitted. The final assembly for customer delivery is the responsibility of the distributor or dealer.

The factory tour ends with a visit to the Ducati Museum and of course the factory merch shop.



Final Inspection Area (picture Newatlas.com)

Another DOCV member visit to the Ducati Factory

Kevin Doherty



The factory.



Kevin with DOCV beanie.



Troy's 996.



Foggy's 916.

Awesome day at the Ducati factory in Bologna. I had my DOCV beanie on to show all the global Ducatist how good the DOCV club is.

Ed. Mel will be encouraging DOCV members to check that they are also members of the DOC, which is the factory Desmo Owners Club. This entitles you to a member kit (which the factory will be posting to Mel soon), plus entrance to the Ducati Museum and Factory tour gratis. If you're not a DOC member, why not sign up?

Red Hill Brekky Ride

Food on the Hill

Sunday, 28 August





Rider	Bike
Francisco Bagulho	Multi V4
Phil Clarke.....	Monster 1200
Phil Currie.....	Honda VFR 1000
Garry Elphinstone.....	Multi 1200
Caroline Ewans.....	Pillion
John Lyon.....	Multi 1260
Sally Martin.....	Streetfighter V2
Geoff Salmon.....	ST2
Peter Shearman.....	BMW 800ST
Peter Wilson	Multi 1200

Jerusalem Creek Ride

Healesville

Sunday, 7 August



Rider	Bike
Oliver Barrett.....	ST4s
Garry Elphinstone.....	Multi 1200
Caroline Ewans.....	Pillion
Mike Hart.....	Triumph ST Sprint
Gavin Hodge.....	Multi 1200
Kathy Hodge.....	Multi 1200
John Lyon.....	Multi 1260
Joe Ruspandini	Multi 1200
Geoff Salmon.....	ST2
Nick Whitely (guest)..	ST4
Chris Williams	BMW 1150 GS
Flavio Zamparo.....	Multi 950
Geoff Zippel.....	Monster 1200S

New members Intro Ride - Sunday, 21 August



The happy crew.



Lunch

New members Intro rides are an opportunity for new members to break the ice, meet some new people experience a club outing and have some fun on some good riding roads.

Officially still winter, August can be a bit risky, weather wise, for a day's riding. So, we were fortunate to have a rain free day, with all expected riders in attendance albeit under grey skies.

The first section of the route includes some great corner marking exercises, which everyone performed with aplomb. The rest of the ride was equally composed as we headed east on a 200km counter clockwise loop through Drouin, past Willow Grove and onto Noojee for lunch. Then it was back to Launching Place to end the ride.

In the words of Peter Doonan:

"Riding to the meet point in 3deg on my fairly-new-to-me 2013 Multi Pikes Peak, I basked in the glow of satisfaction that a couple of months ago I'd wired in a pair of toasty Whites Heated Grips, as well as the glow of the grips themselves.

Most of Rowville gathered at The Butler's Pantry to admire our bikes and keep us away from a quick coffee, but after a riders' briefing, ride leader Evan led us off, heading East toward West Gippsland. This was my first run with the DOCV and an eclectic mix of Dukes turned up, many travelling much further than my little 20min trip. We even had a beautiful 1984 Kwaka GPZ900R join us. I mean it was red at least, and it romped-in the day's unofficial and unannounced competition for the bike with the highest bhp through with the smallest section rear tyre.

A bit of highway schlep with my Heated Grips' setting on 4 (of 5) being about right, then coffee in Drouin before heading along the Old Sale Road to Willow Grove, then left onto the yumpy bumpy tricky Icy Creek Road. Being a Sunday, we didn't have to contend with laden log trucks, just some strobe sunshine to test the vision. All excellent fun which took us to the Noojee Pub for lunch. Most of Noojee also joined us at the pub to admire our bikes. Either that or maybe it was occurrence of the first sunny Sunday for eons. Appetite sated, ride leader Evan then took us via the Police's breathalyser station, where we were mostly waved through, and led us westward over The (traffic free!) Bump back into Powelltown then onto Launching Place. The group fun ended there with a group pic and goodbyes. I got to ride 20mins home again, while others were looking at 2 hours, yikes.

Thanks to the DOCV for organising the ride, the route and the good, if chilly, weather."

Jeremy Davis and his Partner Cheryl Schipano:

My partner Cheryl and I attended our first club ride from The Butlers Pantry Rowville.

It was good to see the corner marking system in operation and went quite smoothly considering it was the first time for most. We were two up on my 1260 Multistrada GT. The ride was a good mix of roads from Rowville through Drouin to the Noojee pub for lunch. One tighter, windy and sometimes wet section was hard work two up and I know Cheryl ended up with sore arms from hanging on. This with a combination of dry sweepers made for good riding.

By the time we got home we had covered about 400 km's so maybe Cheryl wasn't the only sore one. Lol. Camaraderie was good, as was the pub food with a couple of coffee stops thrown in. New tyres fitted the next day so ready for the next event

If you are a new member that has not as yet participated in a club ride, keep a look out on the club website for the next one, which will take place in early November



Dru on his 998 which he has owned from new.

Rider (Bike)

Jason Ang (Hypermotard 950 SP)

Ozkan Baykal (Scrambler Icon)

Jeremy Davis & Cheryl Schipano (Multi 1260S)

Peter Doonan (Multistrada 1200 Pikes Peak)

Stuart Kerr (Kawasaki GPZ900R 1984)

Sam McLeod (Streetfighter V4 SP)

Dru Morrish (996)

Matthew Rubenstein (Multi 950S) TEC

Evan Rubenstein (Multi 1260S) Ride Leader

Julian Thomson (Monster +) TEC

Phillip Island Bears VRCC race meeting

Photos by Russ



Marcus Burns 2018 panigale V4.



Tracey Davies 2014 Panigale.



Gary Tidd 2020 V4R.



Ian Harding 2004 749S.



Joshua Soderland 2020 V4.



Philip Bartush. 916 Ducati.



Vota Kissitch 2003 800SS.



Rick Fitzsimmons 2015 Panigale.



Adrian Pierpoint 2017 Panigale.



Robert Daff 2002 998 Ducati.

Richard Draper S2R Monster.



Jeremy Davis sure gets around!

Hi Neil. You were asking for photos a while ago of bikes and riders. I have pulled a couple out that may interest you. Best regards, Jeremy Davis.



Alvaro Bautista leads Jonathan Rea 2019.



Bautista at Honda hairpin.



July 2018 at the Atherton Tablelands lookout on the way back from Cairns and Daintree. 8000 km's taking in a lot of mountain and beach roads.



Track day at Eastern Creek
– night session with Ducati May 22.



Phillip island Track day.



Track day photo from Phillip island
with Ducati.



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 SEP 2022

Club Meeting

Tuesday 20th September at The Mannigham. Please register on the club website

23 SEP 2022

Grand Final Weekend - Rutherglen

<https://docv.org/event-4594150>

After last year's rude interruption we will have another tilt at Rutherglen. The journey up is a refreshing change via Strathbogie and Warby Ranges. Grand Final day itself is one of options, including a lap of the Ovens and Kiewa Valleys, while our return south is via Beechworth, the Toombullups, Eildon's dark side and then dispersing from Healesville. It is a full weekend with little change from two nights away.

An itinerary will be emailed in the week prior. We are spread across four venues that are a few minutes walk from Rutherglen's centre and also from each other. Northern Victoria Members can join on Friday, or just catch up, over breaks proposed at Yea, Violet Town (lunch), Glenrowan or Rutherglen itself. The accommodation caps are rubbery but the number of riders should finish at about 30.

Registration will open nearer the time and close after Wednesday, September 14, except premium Option D which must close a week earlier on Sept 7. Cost is for 2 nights accommodation. Lunch on Friday (the public holiday) may be added too, before registration opens.

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

7 OCT 2022

DOCNSW Thunder Rally

<https://docv.org/event-4711274>

DOCNSW's Thunder Rally is scheduled for October 7-9 this year. An unofficial DOCV contingent is travelling up for the Rally. It is unofficial because first option will be given to members of our 2017 and 2019 groups and the quota is expected to fill without actually opening to the wider Club.

This is an opportunity to self-organise a second group. Help is available with proven itineraries of around 8 nights as well as tips based on 2017/19 experience. Whether you are into old style rallies or not it is a great excuse to venture north and explore some of NSW's best roads. Non-camping options are available at Nundle if booked early. Alternatively the Rally works with a rest day at Tamworth, followed or preceded with the option of Oxley Hwy.

You are registering interest in the event, not committing. It will require someone keen to emerge and run with the idea. The research is done for several route options if you choose to use it. Further info: Geoff 0408 533152 or captain@docv.org

9 OCT 2022

Ride to Nowhere

<https://docv.org/event-4793422>

A volunteer Ride Leader is needed for this Sunday date - help! Geoff - captain@docv.org or 0408 533152

23 OCT 2022

CW Ride

<https://docv.org/event-4834149>

Chris Williams has stepped up to lead a ride and you can expect something well planned when finalised. For the moment it will start from Diamond Creek and likely head north.

Queries: Chris criswill@optusnet.com.au or 0412 250440

6 NOV 2022

New Member Ride

<https://docv.org/event-4819481>

Save the date for another ride tailored to new members. If you are new to the Club then this is for you! Detail to follow.

The DOCV is very much a riding club. Our rides combine interesting and enjoyable routes, good company and support and camaraderie that will stretch your riding horizons.

Your first ride with the club can be a bit intimidating. After all you don't know anyone and you don't know what to expect. So this ride is designed to ease you into club rides and get you started. It's classified as an "Easy Ride". It's a bit shorter than the typical club ride, has a few corners, and includes all of the club ride essentials:

- Some great Victorian riding roads
- Lunch at a reasonably priced but good venue
- The shared experience of a club group activity

It will be a fun route with nothing too challenging at a comfortable pace.

Established members are encouraged to get involved in the spirit of the event.

Important: please take the time to acquaint yourselves with the club's riding protocols and etiquette. Your booking and participation in the ride will assume you have and requires it.

Enquiries: Evan 0418 418 141 <mailto:evan3161@gmail.com>

13 NOV 2022

Ride & Lunch with John & Caroline

<https://docv.org/event-4799607>

John & Caroline have another ride in store similar to their Nilumbik Winery day last year. Probable departure is from Diamond Creek for an easy paced day of around 200km. It will be followed by lunch somewhere close to town leaving the afternoon free.

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.

16 NOV 2022

Reefton Spur Midweek

<https://docv.org/event-4761249>

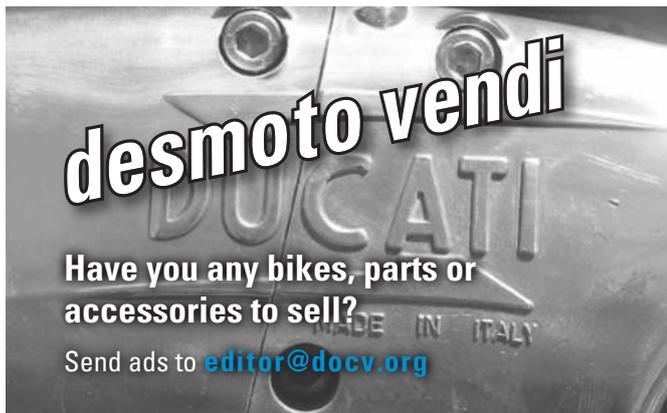
A short but sharp day with lunch at Reefton Hotel. Start from Rowville and finish at Healesville.

26 NOV 2022

Dargo

<https://docv.org/event-4594145>

The last weekend of November - save it for Goat Track Glenn's annual Dargo overnigher. Always a potpourri of roads, fun and weather. Queries: Glenn - glenn@wide.net.au



ALPINESTARS TECHAIR 5 VEST, size 2XL. Two years old, 440 hours use, one past deployment, last service/inspection October 2021. Has my surname inked on the main internal panel otherwise in faultless nick including a well-cared for battery - \$430. Geoff, 0408 533152.

SUPERSPORT FOR SALE. Low kms, great condition. Comes with extras (see photos). Bike has heated handgrips and tuned exhaust. Contact Geoff Butler at geoff@constructionconcepts.com.au

DRIRIDER VORTEX JACKET SIZE XL. As new unused all seasons jacket. Removable liners, front vent panels, many pockets. Retail \$499.00 For sale \$370.00. Flavio 0426124009



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	Oliver Barrett	George Rappold	Geoff Salmon	Neil Larson	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.



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