

DESMOTO

DUCATI OWNERS **CLUB** of VICTORIA

AUGUST 2025



NEXT SOCIAL MEETING

Tuesday 19th August at The Mannigham

Please register on the club website www.docv.org

Guest speaker Paul Smith from Earmold



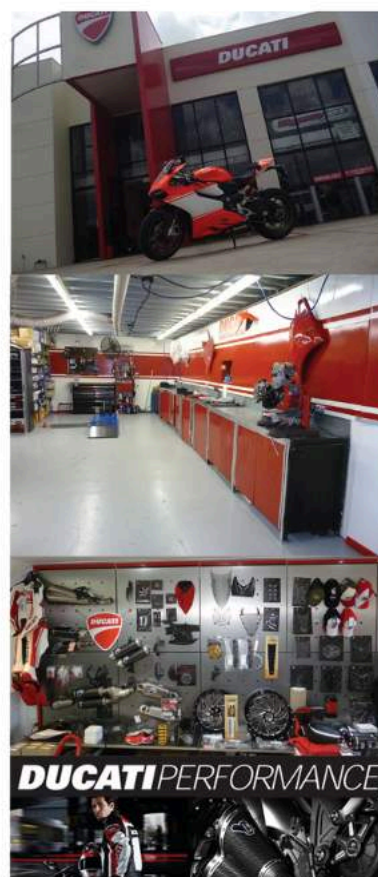
Mornington DUCATI

- **Authorised Ducati Dealer**
- **New & Used Motorcycle Sales**
- **Genuine Ducati Spares**
- **Ducati Trained Mechanics**
- **Full Service & Repair Workshop**
- **Warranty and Crash Repairs**
- **Pickup and Drop Off Service Available**
- **Loan Bikes Available While Servicing**
- **Online Shopping for Parts and Accessories**
- **Huge Range of Accessories and Apparel**
- **Dyno Tuning & Accessories**
- **Track Day & Race Preparation**

1/185 Mornington Tyabb Road, Mornington 3931

03 5976 3800

www.morningtonmotorcycles.com.au



INDICE

AUGUST 2025

Official DOCV Web Site:

<https://www.docv.org>

COMMITTEE REPORTS	5
NEWS	10
CLUB HISTORY – PART 3	14
DUCATI XDIAVEL 1262 S VS. XDIAVEL V4 COMPARISON.....	20
DESMOTO VENDI	24
DOCV EVENTS	26

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: XDiavel V4 in action.
Back page: Ducati singles by Russ.

Ducati Owners Club of Victoria Inc.

PO Box 16 Box Hill Victoria 3128
Incorporated Association Registration #A80B

DOCV Committee Members and Office Bearers

President: Neil Larson
pres@docv.org

Vice President: Tom Hinton
vicepres@docv.org

Secretary: Geraint Gardner
sec@docv.org

Treasurer: Mark Dulfer
treas@docv.org

Club Captain: Chris Williams
captain@docv.org

Co-captains: Garry Elphinstone,
Geoff Salmon, Evan Rubenstein,
Daryl Grant, Gavin Hodge, Kathy Hodge,
John Lyon, Neil Larson, Glenn Loechel and
Peter Shearman

Editor: Louis Putter
editor@docv.org

Spares: Daryl Grant
spares@docv.org

Library: Garry Elphinstone
librarian@docv.org

Club Permit Officer: Daryl Grant
clubpermit@docv.org

Merchandise: Rachael Alexander
merchandise@docv.org

Life Members:
Garry Elphinstone, Ric Begg (dec),
Peter Shearman, Gerard Porter, Gary Parnaby,
Lawrence Gibbs, Peter Sack, Stephen Frew,
Ralph Green (dec), John Slater, Russ Murray.

General Meeting and Social Night held at:

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

Third Tuesday of every month (except Jan):

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

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

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

editoriale

Louis Putter



Hello fellow Ducatisti!

I'm your new editor and after spending the last couple of months learning the ropes from Mark, I know I have big shoes to fill. I joined the club around 2 years ago and am slowly meeting more amazing people on the club rides, as and when time permits. You'll generally see me on the white Multi but occasionally a black V2 Pani – that is how my wife distinguishes the bikes ... who has joined a ride or two, weather permitting.



The white Multi.

The Desmoto is truly a magazine by the people for the people. It would not be possible without continual contributions from the committee and club members. Please feel free to shoot us any interesting articles, pics and write-ups from your weekend rides, tips and tricks, newly found twisties, or generally anything that you would love to share with the club or feel the club members will find interesting or valuable.

Are you new to the club? If you haven't already seen your photo and bio in Desmoto, please send us a pic and bio – we love introducing new members to the family and sharing their passion and interests. Joining a club ride is the best way to learn more about the club and its members.

If you are looking to sell or buy anything Ducati/Club related, the Desmo Vendi is a great section in the Desmoto which club members can make use of for free. Please forward your request to me and it will make its way to the Desmoto after a quick committee review.

As I'm new to the task at hand, I welcome any feedback and ideas. As always, please contact me on editor@docv.org

Let me know what you would like to see in future editions of Desmoto. One of the projects for this year that is close to my heart is to create and publish a ride/track library which club members can engage with. More about this in a future edition once the supporting infrastructure is in place.

This edition's cover photo has been dedicated to the XDiavel V4 2025 which is about to hit the Australian show room floors. Our club captain Chris will soon be the proud owner of one of the first to be delivered in Melbourne. Well done, Chris! Can't wait to see this beast in its natural habitat, grazing on the Black Spur twisties.

Louis

Acknowledgments

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

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

Thanks to everybody!

president's report

Neil Larson



Hi everyone,

It's winter but there are good riding days to be had – if you're lucky!

There are two parts to my Pres Report this month: What I did on the weekend, and what we're doing on the weekdays.

I've just spent the weekend riding in the North East with a couple of mates, and although they weren't club members, and it wasn't a club ride, there's a reason for me writing this:

Number 1 – although the mornings were only 1 or 2 degrees, after a coffee and a chat, and with the right winter gear, the days were "sweet as bro"! By mid-afternoon it felt almost balmy, and we made the most of quite roads and the sunshine. So ... get some thermals, maybe some heated gloves, and enjoy those sunny winter days.

Number 2 – I lead the ride for 2 days completely from memory, on twisty roads with gorgeous scenery – roads that I had never ridden until I joined the club. This club is the perfect way to discover new roads with minimum effort – join a ride and follow the leader! Make a mental note of the good coffee stops and lunch venues the ride leader has organised. And then use that information anytime you like! We love to see new people on rides – if you're apprehensive, contact Club Captain Chris by email at captain@docv.org and he'll phone you to make sure you're sorted and setup to enjoy the day.

Chris and his merry band of co-captains lead rides all over Victoria, and at times interstate. Far better than buying a motorcycle atlas, as the camaraderie comes free of charge. As the old saying goes "Do yourself a favour" and join a club ride soon.

What your committee is up to:

We're going to add a Committee Updates column as a regular part of Desmoto. This is my second stint on the committee, and my experience is that the committee never stops working, although it's work is not always obvious.

In our first committee meeting we have:

- Got to grips with our new roles and got the essential admin sorted (Gmail, Google Drive and bank account access).
- Established an IT subcommittee to look at member data security, website security and backups, and how we can make it easier for committee members to generate reports.
- Secretary Geraint has organised name badges for the committee to wear at social meetings and on rides. So you know who we are and who to talk to if you have a question or issue.
- Put some committee led rides on the calendar for later this year.
- Done the essential monthly admin of approving new members, paying bills etc.

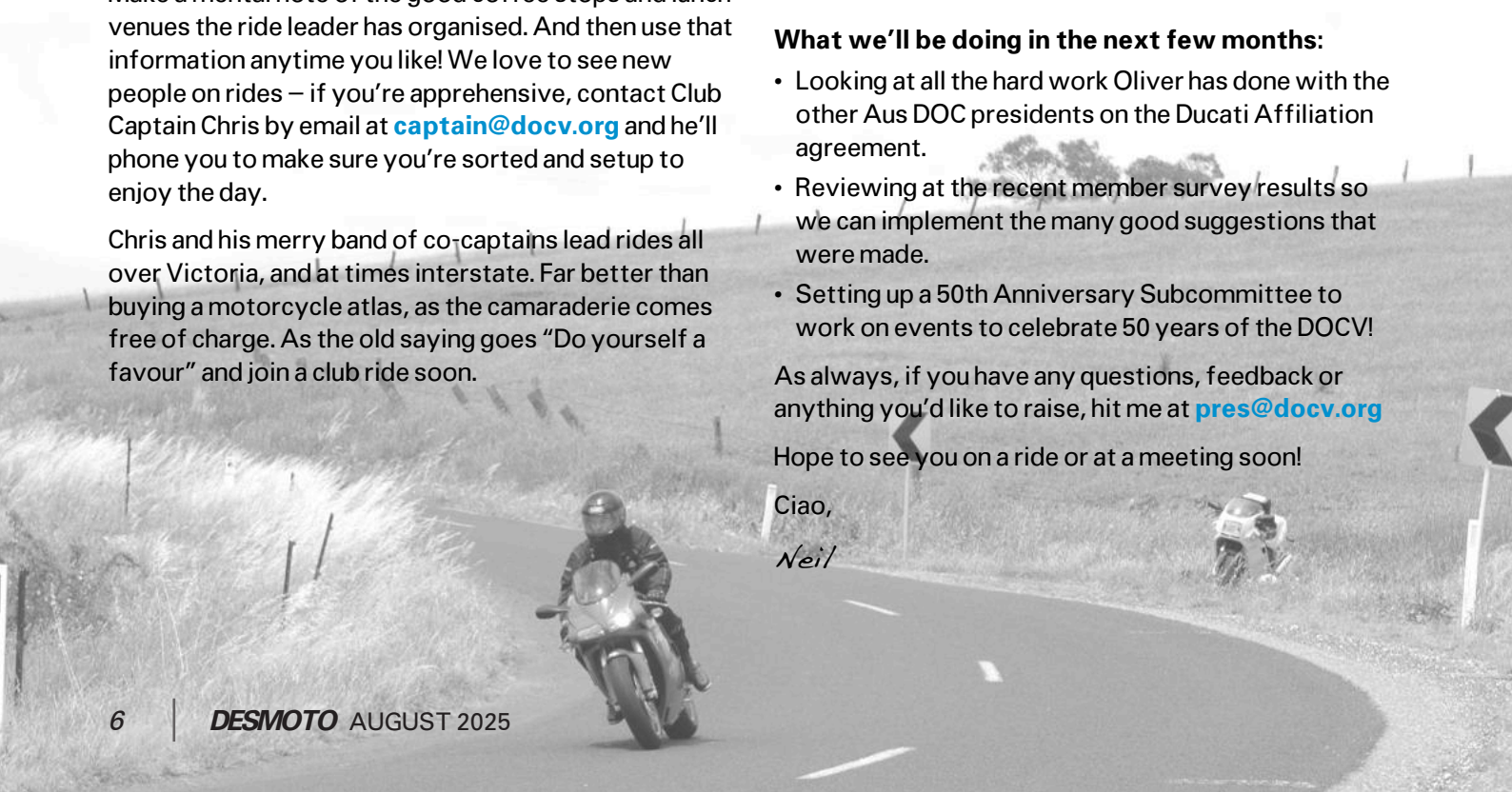
What we'll be doing in the next few months:

- Looking at all the hard work Oliver has done with the other Aus DOC presidents on the Ducati Affiliation agreement.
- Reviewing at the recent member survey results so we can implement the many good suggestions that were made.
- Setting up a 50th Anniversary Subcommittee to work on events to celebrate 50 years of the DOCV!

As always, if you have any questions, feedback or anything you'd like to raise, hit me at pres@docv.org

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

Ciao,
Neil



il rapporto del capitano

Chris Williams



OK. So I'm going to open this report with a disclaimer. I do not take cancelling rides lightly. I anguish over making such a decision. 7 days prior to a ride I start looking weather conditions and monitor weather patterns and see what is coming and from which direction and what is the quantity of a change in weather conditions. I use 3 separate weather apps together with local news to make an informed decision. I also have to take into consideration the relative experience of members who have signed up and whether they be new members or members I have not ridden with. It is also important to me that our rides be something that is enjoyable and that everyone has a safe and good experience. Case in point my recent postponement of our ride out west. I deliberated over this ride all week long. Eventually 'pulling the pin' on the Friday night. I did this because we all have families and commitments and things to do. Thus I do not like giving 5 minutes notice on changing plans. I do not think this is fair.

Having read this hopefully we will have had our ride out west Sunday 10th August (depending on when you read this article).

Speaking of articles I do hope you get to read the article I have supplied by Martin Ganglberger. A motorcycle journalist from Norway. He has given me permission to have his article published in our magazine. I thought it was a very interesting in-depth comparison between the first gen XDiavel and the new V4. Of which by now I have hopefully taken delivery of this very machine. As you probably know I am an XDiavel man having done nearly 65k kms on my gen 1I am very excited to mount up on the new V4 complete with Akrapovič exhaust and touring kit. Chicken dinner



Speaking of winners. Isle of Man winner. Michael Dunlop on Ducati Panigale V2. Apparently 30 years since the last win on a Ducati.

With the race shortened from four laps to three thanks to a weather warning for high winds due to arrive on the island at 17:00 - something that the riders reported as the right call after the race - Harrison looked to have more of a match for Dunlop in the class he's more familiar with than he did in the earlier superbike race.

However, Dunlop got going properly on the final lap, first cutting down Harrison's advantage at the first timing point at Glen Helen, taking a slender lead of a tenth of a second at Ballaugh, then pulling clear over the second half of the lap to eventually take victory by a comfortable 10 seconds.

"The first race was a nightmare," Dunlop said afterwards, "what with things going wrong with the bike, and I was disappointed, so I wanted to get stuck in in this race. It's another win, another one for me on another manufacturer. Congratulations Michael Dunlop



Another winner. Marc Marquez. Now many of you know I'm not a fan however I have to acknowledge he is a bit of a freak on this Ducati. Consistently winning and blitzing just about all MotoGP's he is clearly in a league of his own. Case in point here was the German GP.

"Second place is cursed" was the comment consistently said at the German GP

At lap 23 only 10 riders left out of 18 starters. Turn 1 at the Sachsenring. Remember last year when Jorge Martin lost the grand prix victory at the same bend with just under two laps left in the race. And now, of course, the 2025 German GP, where Turn 1 really bit hard. No fewer than six riders went down at the right-hander. Turn 1 at the Sachsenring certainly has a reputation now.

What is it that makes the opening right-hander at the Sachsenring so tough for bikes? Well, a big part of the answer is nestled in that last sentence: the turn goes right. At a strange little anti-clockwise track where nearly all the other corners go left, it's hard to keep temperature in the right side of the tyre. And with that right side of the tyre your only contact patch with the track as you tip it into the corner, you have a motorcycle-specific problem.

Then there's the fact that you're trying to negotiate it downhill – and on a slope that begins in an awkward spot. The crest lies just where you're trying to brake from over 300kph to around 70kph, which makes the front end go light at exactly the wrong moment. Amazing stuff. Anyway, just had to mention it. Even my wife was going WTF.

And then there was Brno. With The factory Ducati rider Marc claiming his 70th MotoGP win at the Brno Circuit now romping towards a seventh world title. He is clearly 'in charge'. But the man on a charge was Bezzecchi, who snatched second off Marquez heading into Turn 5. The Aprilia rider showed excellent pace and soon Bezzecchi took the lead from Bagnaia. Not long after Marquez overtook Bagnaia on the second lap and set his sights on Bezzecchi. It was on lap eight when the Spaniard made his move, as Marquez overtook approaching Turn 3 and from there on, it was his race and took the chequered flag unchallenged. Again.

Looking further down the road I do hope I get to see some of you at the 'Maling Road Autoclassico' Sunday 17th August. This can be quite a showcase of classic and modern vehicles in an area whereby they shutdown Maling Rd purely for this event. With ample coffee shops and cafe's there is an excellent array of food and coffee to put a smile on everyone's face. So come and join us even if it's just for a coffee. Bring the family. Bring a friend. Bring your bike. Whatever suits you. I'm bringing my bike as I plan to go for a small ride afterwards through Donvale and Wonga Park to Yarra Glen maybe Toolangi.

Apparently we are in for Warmer winter. Neutral La Niña el ninio according to the authorities.

So hopefully a few more outdoor events to come. Of which, weather prevailing, Sunday 31st August a ride down south for our southern members. Starting at Butler's in Rowville I plan to wander down through Beaconsfield, Pakenham and Koo We Rup to come in from the rear of Hastings and Cape Schank for a nice lunch up at Arthur's Seat. If you want you can join us there at Arthur's Seat and come for a ride with us back through Pakenham and Gembrook, bail there, or continue on up to Healesville. Completely up to yourself. No one has to do the entire ride. Pick and choose where you would feel comfortable in riding and meet some new members. Hopefully a really nice and easy day.

At this stage I am hoping to have a ride designed for Sunday 14th September. So mark in your diary and check our website. And don't forget Grand Final weekend (if your team is not in the finals) we're off to Beechworth for 2 nights. Should be a great ride not to mention riding with my new XDiavel V4.

Anyway enough for now.

Bitumen side down.

Chris



treasurer's report

Mark Dulfer



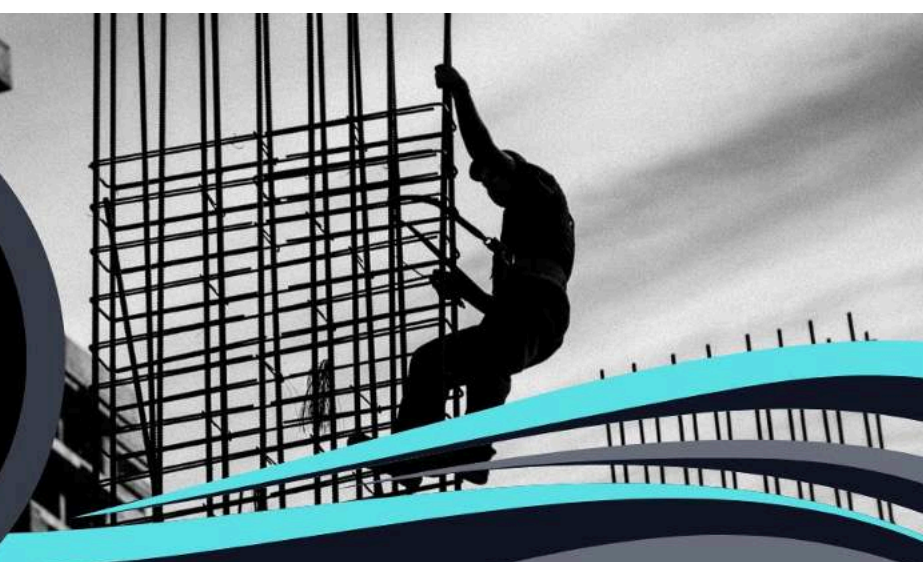
Monthly Financials for July 2025			
By Mark Dulfer			
		July 2025	June 2025
	Desmoto		
	Events	187.00	1,054.00
	Memberships	443.00	298.00
	Merchandise		
	Other		21.00
		630.00	1,372.00
Expenses			
	Cost of Sales		
	Desmoto	144.00	558.00
	Events		791.00
	Membership		
	Other	757.00	7,949.00
Total Expenses		901.00	9,299.00
Operating Profit/(Loss)		(270.00)	(7,926.00)
Cheque Account		15,844.00	16,587.00
Paypal		2,898.00	2,370.00
Debit Card		2,716.00	2,772.00
Cash reserve/Contingency		30,478.00	30,478.00
Term Deposit 2 /DOC		16,350.00	16,350.00
Term Deposit 3 /50th Ann		16,201.00	16,201.00
Trade Debtors			
Other Assets		3,746.00	3,746.00
Net Assets		88,233.00	88,503.00

AUGUST GENERAL MEETING

Our August General Meeting is at the Manningham, Tuesday the 19th. Formalities start at 8 pm while socially the night is underway by 6:30. Please register so we can track numbers – see you there!

Guest speaker Paul Smith from Plug Pro Custom Hearing Protection will be talking about hearing protection at our August social meeting. Many club members use and love Earmold earplugs.

Join us to hear the latest updates on how to protect your hearing.



CUSTOM EAR PLUGS

*FROM THE WORKSITE TO
THE RACETRACK.*

Custom-made ear moulds tailored for tradies, motorsport pros and shooters.

Built tough. Worn with pride.

Our ear moulds are Class 5 approved and SLC80 Rated at 28dB, offering top-tier protection, comfort, and performance you can trust.



Contact us
0431 767 768



Visit our Instagram
PLUGPRO.AU



Email
PLUGPROAU@GMAIL.COM



Visit our website
WWW.PLUGPRO.COM.AU



ON ITS FOUNDING ANNIVERSARY, DUCATI LAUNCHES ON INSTAGRAM THE ACCOUNT DEDICATED TO THE NARRATION OF ITS HISTORY

- Ducati celebrates its historical heritage by launching the official Instagram profile of the Ducati Museum (@museoducati), a digital space designed to narrate its history and make generations of enthusiasts dream
- The 4 July 2025 marks the 99th anniversary of the birth of the Bologna-based manufacturer: almost a century of innovation, passion and love for beauty that have redefined the concept of excellence on two wheels
- With the opening of the channel begins the path that will accompany the community of Ducatisti toward the great centenary appointment in 2026



Borgo Panigale, Bologna, 4 July 2025 –

It was 4 July 1926 when, in the heart of a Bologna which was experiencing the scientific ferment of Guglielmo Marconi's discoveries and technological progress, Antonio Cavallieri Ducati, together with his sons Adriano, Bruno and Marcello, founded the "Società Scientifica Radio Brevetti Ducati". A company initially specialized in radio communication technologies, destined to evolve over time into what it is today: a global icon of two wheels, capable of combining technological innovation, passion and a taste for beauty in a unique way.

The turning point for Ducati came in the post-war period, with the production in 1946 of the Cucciolo, a small auxiliary engine applicable to bicycles, marking the entry of the brand into the world of two wheels. From that moment on, the Company began a journey of research, evolution and continuous innovation that has led it to establish itself as one of the most prestigious companies of Made in Italy today, capable of creating motorcycles that are a magical combination of

sophisticated technology and sensual beauty, on the road and on the track.

From the Ducati 60, the first motorcycle entirely produced by the Borgo Panigale company in 1949, to the popular Scrambler of 1962, passing through the birth of the Monster in 1992 up to the stylistic and technical "revolution" of motorcycles such as the 916 of 1994 and the multifaceted

Multistrada of 2003, Ducati's history is made up not only of iconic models but also of leading protagonists and memorable sporting achievements.

These include Fabio Taglioni, the engineer who adapted desmodromic distribution to the first racing bikes, leaving a distinctive technical solution as a legacy that still characterizes the racing DNA and the sportiest proposals of the brand. This is intertwined with historic victories, from the first successes in long distance races of the mid-1950s, to the triumphs of Paul Smart and Bruno Spaggiari at the 200 Miles of Imola in 1972, passing through the many successes in



Superbike in the 1990s with legendary riders such as Carl Fogarty and Troy Bayliss, up to the first MotoGP title won by Casey Stoner in 2007: the history of Ducati is studded with momentous events that have made it one of the most beloved and successful brands on the international motorcycling scene. A sporting tradition of excellence confirmed even in more recent years, with Ducati crowned MotoGP World Champion for three consecutive years (2022, 2023 and 2024) and consolidating its supremacy in World Superbike with 20 Manufacturers' World Titles.

Almost one century after that historic date, Ducati now wants to tell its story on Instagram too, with the birth of the official profile of the Ducati Museum (@museoducati). A digital space designed to preserve and share the historical, engineering and sporting



heritage of the Borgo Panigale brand with the global community of enthusiasts and with new generations.

In addition to Instagram, the Ducati Museum is also present on [Facebook](#), where it has long been sharing anecdotes, archive images and stories related to the past and present of the brand. A story that can also be experienced in person: the [Ducati Museum and Factory](#) in Borgo Panigale are open to visits and welcome thousands of enthusiasts from all over the world every year. A unique opportunity to discover almost a hundred years of innovation and passion and observe up close how the bikes, that make Ducatisti of every generation dream, are created.



MULTISTRADA V4 VOYAGERS 2025: THE FIRST EDITION OF THE INTERNATIONAL CONTEST DEDICATED TO WORLD TRAVELLERS HAS CONCLUDED SUCCESSFULLY



- **More than 200 Ducatisti from over 45 countries have shared their travel stories on their Multistrada V4**
- **From group travel to the most adventurous: six Multistradisti have been selected as winners for their respective categories**
- **The winning stories will provide inspirations to the global community through publication on the official Ducati channels**

Borgo Panigale (Bologna, Italy), 7 July 2025

Multistrada V4 Voyagers 2025, the first edition of the international contest dedicated to all enthusiasts who love to travel on their Ducati Multistrada V4, has come to an end.

The initiative saw the participation of over 200 Multistradisti from more than 45 countries, from the American continent to the Asian one, who shared stories, photos and videos of their travels on the Borgo Panigale tourers.

An internal Ducati jury selected six winners from all the participants based on the same number of categories defined to identify each different type of trip.

The winner of the category dedicated to the “most adventurous trip” was the Thai Rolf Pontus Hagen who, with his Multistrada V4 Rally, undertook an epic journey starting from Thailand and crossing the territories of Laos and China. Facing extreme weather conditions, between biting cold and sudden storms, he reached the impressive altitude of 5,200 meters above

sea level, at the foot of Mount Everest. “With a 30-litre tank capacity, the Multistrada V4 Rally is an excellent companion for the longest and most difficult adventures.”

Werner Klaus Philipp (Germany) won for his extraordinary “group trip”. Starting from Germany together with 15 other motorcyclists, he crossed the eastern territories along the historic Silk Road, until reaching China and concluding his journey in Thailand. Werner has no doubts about the choice of bike: “Reliability, tank capacity and suspension, for me there was no other option than the Multistrada V4 Rally”.

The most exciting “Ducati Official Club trip” award was won by Sandra Frutos Espinosa from Spain.





Together with the D.O.C. from Murcia, Sandra covered around 3,600 km on her Multistrada V4 S, travelling all over Morocco, from Casablanca to Rachidia-Fez-Chauen: “We got to know another culture and had fun among the desert dunes. There’s no better way to enjoy a trip!”.

The Frenchman Antoine Frédéric Hutter and his Multistrada V4 Rally covered a total of 22,000 kilometres, taking home the win in the “longest journey in kilometres” category. Starting in Spain, Antoine rode down the dirt roads of Portugal to the West Cape, continuing to Tarifa (South Cape) and crossing the Baltic countries to the North Cape. From there he embarked on a return journey, descending through the welcoming landscapes of Scandinavia, passing through the European countries until reaching the final stop in Belgium. “The bike can take us anywhere, handling both asphalt and dirt and gravel roads very well.”

The winner of the “solo trip” award was Oscar Ivan Garcia Medina from the United States, who rode the entire journey with a set of spare tyres: “In the summer of 2024, I set off on a solo expedition from the American Midwest to the Atlantic Ocean, covering more than 12,000 km on my Multistrada V4 S.” Having reached his destination: “I stopped next to the ocean, welcomed by the Inuvialuit people and admired the beluga whales. The vastness and the landscape made this journey unforgettable”.

Finally, another category was reserved for the journey whose story was most inspired by the values of the Ducati brand. This prestigious award was won by the Brazilian Lúcio Prado Wander who, together with his son, shared a journey from Brazil to the Atacama Desert in Chile, each on their own Multistrada V4 S. Two generations linked by a single passion: “Trust your Multistrada, it will take care of you. And

above all, travel light-heartedly. The roads will shape your soul”.

All winners will receive an exclusive and personalized trophy, in addition to a set of official Ducati accessories consisting of a Redline T5 Trolley, Beauty Case, Thermos Black 24B Water Bottle, Ducati Corse Travel Plate, Skyline Neck Warmer and Ducati Key Ring.

The stories of the participants will become part of the Ducati archive and those selected will be shared and published in the [dedicated section of the website](#) and on the official Ducati social media channels, becoming a source of inspiration for a global community that shares the same passion for travel and Ducati.

Multistrada V4 Voyagers will return in 2026 with a new edition that will bring with it new categories, new roads and new emotions.

The Multistrada V4 is the Ducati family designed for those who love to travel in great comfort on any type of road, while enjoying the sportiness that has always characterized the Borgo Panigale motorcycles.

The Ducati website offers the new [configurator](#) to choose the right accessories to customize the Multistrada V4 based on personal taste or needs. Motorcyclists looking to know better the new Multistrada V4 can [book a test ride](#) on the closest dealership.

The press kits of the motorcycles ([Multistrada V4](#) and [Multistrada V4 Rally](#)) with further information and all the images of the models are available on [Ducati Media House](#).



CLUB HISTORY – part 3



This is a reprint of a series of articles written by Peter Shearman covering history of the DOCV from its formation in 1975 through to around 1997.

The Mid 80s

The events in 1983 had boosted membership and given us a little money to play with. But what was needed was a way to make several thousand dollars to enable us to proceed with more ambitious projects.

The 1984 committee was elected with Bill Derham as President, Mark Slater as Vice President, Gerard Porter as Secretary, Gary McLeish as Treasurer, Gary Parnaby as Editor, Ian Falloon as Spare Parts Controller, and Colin Rosewarne as Fund Raising Officer. Steve Porter, Peter Shearman, Gerard Porter, Jeff Maher and Jeff Williamson were on the Editorial Committee and Dave Millsom, Glen Craig, Reuben Hoggett, Gerard Porter, Steve Porter and Gary Parnaby were involved with the Pyramid Hill Rally Committee.

The 1983/84 year had resulted in a total profit of \$420! This combined with our previous savings resulted in a bank balance of \$1,236. Whilst this was our highest balance ever thanks to the successful Pyramid Hill Rallies, we still needed to raise more funds.

Gary Parnaby was awarded the 1983 Don McClelland memorial trophy for services to the Club for that year. Gary had given much of his time assisting the Club especially in the production of Desmoto each month.

A spare parts scheme was started this year with Ian Falloon as the controller. This scheme started off as an idea for the Club to hold in stock hard to get items for the older Ducatis' with many of the parts hopefully being donated by members who no longer had a need for them. We also hoped to use Club funds to buy up obsolete spares which were being sold off at many of the Ducati dealers around this time.

The scheme quickly grew with the Club bulk buying some of the more common Ducati spares and selling them to members almost at cost to the Club. In the

days when we only had two Ducati dealers members made a big saving buying through the Club.

7 Club members raced at the annual stars of tomorrow meeting at Winton and also at Calder Thunder bikes both in March.

A fun day at Mac Park (Mt Gambier) in April saw a large turnout of 16 members who had a great time despite damp conditions for part of the event. Due to the popularity of these 'fun days' a Club championship was mooted whereby points could be gained subject to a handicap system.

Thanks to the hard work of Editor Gary Parnaby the May 1984 issue of Desmoto had a 'new look' glossy cover. This cover featured a photograph of a 750 SS Imola Replica (Green Frame) and had regular advertising from Ron Angel Holdings and 4 Stroke Motorcycles.

Ian Falloon penned a three page article on the history of the Green Frame to coincide with the release of the new cover. This was later a feature article in Bike Australia and Ian kindly donated the fee he received so that a typewriter could be purchased for the Club editor.

Also in this issue was an article on the Bathurst winning '860 Green Frame' which apparently was a factory 'one of special. This bike was disqualified from the final results of the 'production' race as not enough proof could be found that at least 100 motorcycles of that type had been produced!

Warren Fraser from Norm Frasers Importers Pty Ltd made a special guest appearance at the April general meeting to explain the take over of Ducati by Cagiva. Information given to the members that night was that Ducati would cease to be a supplier of new motorcycles after 1984 and would be restricted to supplying engines for Cagiva branded Motorcycles!



Members were urged to get in quick if they wanted to buy one of the last 'real' Ducati Darmahs that were coming in the final shipment from the factory!

Fortunately for us the people at Cagiva decided that the Ducati name was too important to lose and so we still get to buy new Ducati motorcycles to this day!

40 Club members attended the Great Ocean Road ride in April and the author of the article enthused about the sound of a dozen barking Conti's reverberating off the cliffs as a procession of big Ducatis' wound its way over the famous riders road.

In May Dr T's -birthday was celebrated in style at an Italian restaurant. (At this time we didn't know that his birthday was really in September!)

In June we had our first inaugural social sip at the Caulfield Club Hotel. Around 15 members braved the chilly conditions and some even partied on at the Disco later in the evening.

The Club stock of manuals and tools was increased to keep up with the new model Ducati releases.

Around May 84 preparations were well under way for the most important fund raising event in the history of the Club, our first motorcycle raffle. This raffle had to be given approval and run under rules laid down by the Raffles and Bingo Permits Board of Victoria. Approval was subject to certain minor changes to the Club constitution relating to the disbursement of funds if the Club should ever fold.

On the 25 June the Club was given approval to run a raffle with first prize being a brand new Mike Hailwood Replica. Tickets were to be sold from September to November and there were 3,100 tickets for sale at \$5 apiece. A Gala draw night was organised at the Caulfield Club Hotel for the 13 November in lieu of that months general meeting.

This was a very busy time for the committee as apart from the Hailwood Raffle there was the 4th MRA bike show stand to organise as well as the 4th Pyramid Hill Rally.

We had only two months to try and sell all the tickets but careful planning meant that we could sell the tickets during the MRA Motorcycle Show and also at the Pyramid Hill Rally. All members were urged to take two books of tickets and try their best to sell them. By the end of September (One month) the raffle was almost sold out! An appeal was put out to members to return all unsold tickets to meet the demand for tickets sales through the mail. In mid November the raffle was completely sold out which meant a very healthy profit for the Club.

July saw the very wet but enjoyable 'Bike Australia Rally' at Genoa. This was the first time this event had been run and although the rally was very enjoyable the ride there and back was in some of the worst winter weather Victoria could muster!

September was a flurry of activity preparing for an even bigger and better 4th Pyramid Hill Rally. The Terrick forest site was used again and plans were afoot to make this the best yet. 20 or so members went up early either on the Thursday or Friday prior to help with site preparation. 'The Blues Brothers' movie was shown on Friday night at the Rally 'Outdoor Drive In'!

16 Rally awards were presented in front of the huge crowd on Sunday morning. These included concourse awards for European, British and American machinery as well as the usual rally awards. There were over 50 bikes entered in the display for these awards!

The Motorcycle and Leisure Show (Old MRA Show) in October was again a chance for the Club to set up a stand to increase our membership and to let the rest of the motor cycling community know a bit more



about Ducatis'. Around 35,000 people passed through the show this year. Our stand was mentioned on radio and in the Sun newspaper. 6 members bikes were on show this year and included Bob Brown's F2 Pantah, Ian Falloon's 750 SS 'Green Frame', Warren Kent's 450 Desmo 'Silver Shotgun', Gary Pamaby's 750 GT, Peter Hempenstall's 900SS and Harry Swaggerman's 250 GT Single. Again many members helped build, man and dismantle the stand over the weekend and we gained another 10 new members who joined up at the show.

November the 13th finally arrived and all those who had bought tickets in the Hailwood Raffle held their breath as Alby Mangles well known side kick Judy Green pulled out the winning ticket in front of a crowd of 300 plus people at the Caulfield Club Hotel. The winner was well known Club member Gerard Porter and Steve Porter thought he had won till someone explained his first name was Steve and not Gerard! In all it was a great night with Club member Rick Begg as master of ceremonies in full formal tuxedo and Mark Slater as his willing assistant.

Mark was resplendent in a white Ferrari suit with green shirt, red tie and white shoes. Most people stayed on after the draw for the Disco and danced and drank the night away till the wee small hours. A band of members from Geelong even hired a mini bus so they could have a good time at the raffle and still get home safely!

There was no doubt that the Clubs first raffle had been a huge success thanks to the hard work put in by the committee and many other helpers involved in its organisation and running.

The MECV (Motorcycle Enthusiasts Clubs of Victoria) run to Tooradin Airport (forerunner to the Link run) in late November was well attended by DOCV members. A BBQ, gymkhana events, and Cessna joy flights made the day one to remember.

A ride to Melville Caves, alleged home of the Bushranger of the same name, was interesting in that we went there and back on one of the most roundabout routes possible but this allowed us to give the bikes a good blast without fear of apprehension.

Rides to Licola and the 'Spurs' were held in December with the Clubs Christmas BBQ held in the park across High St Rd which has now disappeared to become part of the South Eastern Freeway!

1984 had been a very busy and successful year for the Club The Pyramid Hill Rally had made a profit of \$850 and the Hallwood Raffle had made over \$8000. The Club was in the best financial position ever and there were many plans and hopes for the future of the Club in the years to come.

The year began with the annual January B-B-Q which at this time was held at the Studley Park Boathouse on the Yarra river.

A Mac Park Fun day was held in February with over twenty members participating despite the long distance to travel. The days racing was most enjoyable and the post meeting kegs of 'Rocket Fuel' went down extremely well. Apparently the hairiest ride of the event was several laps at night on a peewee trike using a torch to light the way!

In February 1985 we had the famous fancy dress I pool party at the new residence of Steve and Kitty Porter. This was a combined house warming, pool party, fancy dress party and warm up for the Clubs 10th year celebrations! The party started at 7 pm Saturday and didn't finish until late Sunday afternoon!

The fancy dress costumes were very good. We had Dame Edna (Geoff Lunn), Boy Scouts (Jeff Maher & Gary McLeish), School Girls (Neville Holt & Julie Maher), School Boy (Robin Lunn), Gorilla (Gerard Porter), Lovable Dog (Gary Parnaby), A Floozy (Ian Falloon), Mafia Hit Man (Geoff Brimson), Native Maori (Dennis Plane), Cave Men (Bill Derham, John Morrison & Friends), Nefiletti (Kitty), Robin Hood (Steve Porter) and many more! The only worry was the number of male members dressed as females! I believe Gerard had a slow trip up the mountain on his bike as it was hard to see out of the gorilla head as he was riding along although no one gave him a second look at the traffic lights!



The 1985 committee was elected with Bill Derham as President, Glenn Nelson as Vice President, Peter Mantel as Secretary, Reubin Haggett as Treasurer, Peter Birtles as Editor, and Ian Falloon as Spare Parts Controller.

The first DOG Rally (Ducati Owners of Geelong) Later to become the DAG Rally (Ducati and Guzzi) was held in March with a ride from Geelong Town Hall via the Ocean Road to Paul & Kerry Dickson's property south of Colac. Quite a large collection of bikes showed up and the usual rally awards were presented. Gerard Porter got longest distance having come all the way from Burwood in Melbourne?

In May 25 members and friends celebrated Dr T's birthday at Cafe Sport. We found out later that his Birthday is actually 10 September 1920 thanks to Paul & Kerry Dickson who wrote to the factory and asked!

June saw the release of a new cover for Desmoto with pictures of a 1985 FI Replica and the 1985 FI Factory Racer. A short Club history was printed on the inside cover and Angel's and 4 Stroke MIC were our back cover advertisers. An additional advertising insert was supported by Bob Brown MIC, Birrus Engineering (Chains), Small Bore Engineering, Fashion Clubware and Improved Motorcycle Electric's.

Club Member Peter Dowling sent us an informative letter from Paris where he had been hanging out with the local Ducati Owners Club which had over 1200 members! He stated that Pantahs were very popular there due to lower tax on S00's and that their nimbleness suited the small winding streets.

A large group of Club members decided to attend the BMW Clubs Icicle ride in July partly because a lot of us wondered just what strange ceremonies were enacted by riders of German machines at 3 am on top of Lake Mountain but also because there were rumours around at the time that Ducati riders only rode on sunny afternoons and were too 'weak' to ride in less favourable conditions.

Of course such a 'challenge' could not go unanswered and so 15 brave souls turned up at midnight to fly the

Ducati flag. We were lucky as it was a pretty mild night by Icicle standards there was no black ice on the Reefton although it was snowing lightly by the time we got to Lake Mountain. It was good fun riding in the early hours of the morning and our members did not have the benefits of heated jackets and gloves that many of the BMW owners had!

We had proved our point by completing the ride and no more derogatory remarks about Ducati riders were ever heard again! (Only kidding!)

In August plans were afoot for another raffle this time with a 750 FI up for grabs as the major prize. Also in planning around this time was the 5th Pyramid Hill Rally which was to take place at the Terrick Terrick Forest site again. This was to be the final Pyramid Hill Rally as restrictions on the use of the site would not have enabled us to run the event as we wanted the following year.

Also in August it was decided that the Club should issue a 10th anniversary port, and so arrangements were made with a winery to supply the 7 year old tawny port in bulk along with bottles, corks labels etc. A special 'bottling day' was organised and for once we were not short of helpers! It turned out to be a great day enjoyed by all but somewhere along the line we seemed to have 'lost' about 5 bottles worth of port? Some said the bulk container must have been short, others said 'spillage' was the reason but if so where did the spillage go? This port was quite a nice drop and many members snapped up several bottles to keep for any special occasion.

This year in Ducati racing saw Kevin Magee doing very well on the new Bob Brown Pantah in the Super bike championships. At one meeting he was pushing Mal Campbell on the 1000 cc Honda Super bike for first place! This machine and rider combination was so fast that the Japanese Super bike riders with \$8,000 race kits could not keep up! This of course led to protests regarding the bikes eligibility as a 'production based' machine. Although the bike was fairly heavily modified and ran a special frame it was a credit to Bob and Kevin that it put the wind up the big factory backed bikes.



There was no doubt in the race fans minds as they loved to see the little Pantah on the circuits and without it the racing would have been very boring for fans of European machinery in 1985.

Kevin broke and held the lap record for the class at Winton but Bob was searching for more power and to achieve this he was in the process of having some 4 valve heads made up for the Pantah. These were not a factory item in 1985 and Bob had to have them cast up to his specifications. Later in the year the team went to Daytona and did very well for their first competition with the worlds best.

The final Pyramid Hill Rally was run in September with over 200 persons in attendance. Entertainment was provided by the 'Outdoor Drive In' showing the all time favourite 'The Blues Brothers'. 30 bikes entered for the concourse on Sunday morning and 9 trophies were awarded to proud owners.

The Norton Owners Club staged a Rally 'wake' where members seated at a candle lit table were served champagne by a formally dressed waiter followed by a ceremonial 'piping in' of the Haggis by a fully kitted out Highlands Piper complete with Bagpipes! Many entrants expressed regret that the rally would not be continuing, but the Club wanted to go out on a 'high' and give a well earned break to the nucleus of 10 or so Club members who had put in so much effort to run 5 very successful rallies.

The F1 Raffle draw was held on the 12 November at the Caulfield Club Hotel. As with the previous year all tickets were sold prior to the night of the big draw. The night was another spectacular occasion once again in the Disco room with a 'Delightfully Daring Darbys Disco Dancer' (Bill Derhams description) on hand to draw the winning tickets.

The F1 was set up on a red white and green stand and the winner was a Mr Andrew Prime from Ballan. Two Club members picked up minor prizes but not having the winner on hand was a bit of a let down. Anyway this didn't stop everyone from having a great time on the night once again partying into the morning hours.



Once again due to the hard work put in by Club members we had managed a second successful raffle which boosted Club funds to an all time high. Already plans were in the wind for next years raffle maybe a Bimota DB1?

Well that was 1985. We had managed to increase Club membership, run the 5th Pyramid Hill Rally, and the second successful Raffle. There had been several unusual one day rides that were well attended. A 'Snag' ride to Silvan Reservoir in May, An Economy ride to St Anne's winery in July, and the first Anakie 'Trial' in October. The uncertainty of the continuation of the Ducati name had been laid to rest for the time being and things were looking good for 1986.

I think on reflection that 1984 and 1985 stand out as two years of great achievement for the Club. Apart from all the usual organising of committee meetings, general meetings, day rides, weekenders, 12 issues of Desmoto and all the other activities which go with the running of a large Club, we had managed to organise and successfully run impressive stands at the bike shows, successful Rally's at Pyramid Hill and successful bike raffles which had generated reserve funds for the use of Club members for years to come.

1986 was nearly with us and part 4 of the Club history will delve into the Halleys Comet Run, the Decal Scheme, Desmoto improvements, DOC NS W's big 10th Birthday celebrations at Oran Park and much more.

Peter Shearman



It's the DOCV's 50th anniversary in 2026!










WE'RE ASKING FOR MEMBERS TO JOIN A SUBCOMMITTEE TO PLAN EVENTS FOR OUR 50TH YEAR.



PLEASE EMAIL NEIL AT [PRES@DOCV.ORG](mailto:pres@docv.org) IF YOU'RE INTERESTED IN BEING INVOLVED.



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
						
Neil Larson	Tom Hinton	Geraint Gardner	Mark Duffer	Chris Williams	Louis Putter	Daryl Grant
All club matters	Membership, stands in for Pres	Meeting minutes, official documents	Payments, accounts and advertising	Rides and Fun Days	Desmoto	Spares, tools and advice
pres@docv.org	vicepres@docv.org	sec@docv.org	treas@docv.org	captain@docv.org	editor@docv.org	spares@docv.org

Ducati XDiavel 1262 S vs. XDiavel V4 Comparison

Written by Martin Ganglberger, Journalist NoPain.at

A Generational Comparison: One Name, Two Worlds

The legendary Ducati XDiavel 1262 V2 (Model S, Black Star, and Nera) meets the all-new XDiavel powered by the V4 Granturismo engine.

With the official launch of the new Ducati XDiavel V4, a new chapter begins in the history of Bologna's sporty power cruisers. While design and technology have evolved significantly, the core ambition remains unchanged: to combine the laid-back cruiser lifestyle with the uncompromising performance of a superbike. But how does the all-new V4 stack up against its predecessor, the XDiavel 1262 with its classic V2 engine?

As a longtime owner and frequent rider of the XDiavel 1262 S, I've had the opportunity to witness the model's development up close for nearly a decade – with all its highs and lows. Now, the two bikes meet head-to-head: a direct comparison of experience versus innovation, proven mechanics versus cutting-edge technology.

discs. Two side stands, a necessary suspension upgrade, recurring cylinder head gaskets, and upgraded rear brake lines were all part of the maintenance journey.

It's worth noting that I received one of the very first production units and went through all of Ducati's recall campaigns. From model year 2018 onward, the XDiavel had reached a high level of refinement: the suspension was adjusted for a broad weight range, the sidestand was reinforced, the cylinder gaskets held up, and even the often-maligned rear brake worked reliably – even after extended idle periods.

However, one persistent weak point remained: the belt drive. While the concept promised low maintenance on paper, it struggled in practice. Components like the cush drive, pulley, flange, and the belt itself eventually couldn't cope with the V2's torque – a reality Ducati seems to have acknowledged.



The XDiavel as a (Re)Entry Bike

Shortly after the XDiavel's debut at EICMA 2015, I made the decision – as a passionate cyclist and occasional motorcyclist – to buy my first Ducati. In spring 2016, I picked up one of the first units delivered to dealers – a move that, in hindsight, marked the beginning of a long-term passion.

Despite some early teething issues, my bond with the XDiavel 1262 S grew stronger over time. With nearly 50,000 kilometers on the odometer, I've replaced countless wear parts – from tires and brake pads to



Nearly a decade later, the time has come: the classic XDiavel – under names like 1262, S, Dark, Black Star or Nera – is being replaced by the new XDiavel V4. A major generational shift that brings not only visual but also fundamental conceptual changes.



Core Character Traits Remain

Before diving into the key differences, it's worth noting what remains:

- The name "XDiavel": The "X" still stands for the fusion of cruiser DNA and supersport technology.
- The riding position: still relaxed, with forward-mounted footpegs.
- The single-sided swingarm and the distinctive exhaust design: still there, as is the beefy 240 mm rear tire.



Engine & Drivetrain

At the heart of the update is the new engine. Instead of the old V2, the 1,158 cc Granturismo V4 engine – also found in the Diavel V4 – now powers the bike. It delivers 168 hp (up by 8 hp) while maintaining 126 Nm of torque. However, peak torque now comes at 7,500 rpm (compared to 5,000 rpm with the V2). The result: the older V2 had stronger low-end punch, but the V4 impresses with smoother power delivery, refined gearing, and overall better manners on the open road. Another plus: While engine and gearbox tuning still have minor hiccups in stop-and-go traffic, heat buildup in city riding has been significantly reduced. Thanks to intelligent cylinder deactivation, the engine stays cooler even when idling – a huge improvement over my old XDiavel, which used to get uncomfortably hot during summer commutes.

The V4 also sounds fantastic. Despite Euro 5+ regulations, its deep, raspy tone remains intact. Ducati

has also increased fuel capacity to 20 liters – a smart move, considering fuel consumption is now 6.6 L/100 km (up from ~5.6 L on the V2).

Ducati also made a decisive change to the drivetrain: the belt is gone. A classic chain drive has taken its place. Along with the extended 60,000 km valve clearance interval (as on the Multistrada V4), this change significantly reduces service costs and improves everyday usability.



Chassis, Geometry & Brakes

The chassis has been completely reimaged. The previous trellis frame is gone, replaced by a solid aluminum monocoque. Not everyone will love the new look, but paired with reworked suspension, more rear travel, and handlebars moved closer to the rider, it results in clear gains in both comfort and control.

Even with the seat height raised to 770 mm, I still feel like I sit in the bike rather than on it. Geometry updates include a slightly longer wheelbase, a 1° steeper steering head angle, and reduced trail. This translates into noticeably better steering response without compromising high-speed stability. Shedding 6 kilograms of weight also boosts agility.

Braking remains a strong suit. While the old model already had powerful stoppers, the V4 takes things up a notch: 330 mm discs paired with Brembo Stylema calipers and radial master cylinders deliver phenomenal braking performance.



Comfort & Ergonomics

Comfort has been noticeably improved. A fully adjustable monoshock with 145 mm of travel replaces the old, more limited setup. Bumps are less jarring, and long rides are more pleasant. The seat has thicker padding and the new passenger perch offers better support. A standard pillion grab handle also adds security during spirited rides.

Despite the updates, the XDiavel still stays true to its cruiser DNA: forward-set pegs are standard. Ducati does offer a mid-control conversion kit, but I'd strongly recommend a test ride before committing. In my experience, mid controls can reduce comfort and noticeably change the bike's handling. If you're after a more upright stance, the Diavel V4 might be the better fit.

Electronics

Electronics have taken a step forward too. While the V2 already had a decent setup, the V4 includes Ducati's latest EVO systems for cornering ABS and traction control. The centerpiece: a stunning 6.9" full-color TFT display.

A particular highlight: Ducati's Quick Shifter 2.0 with up/down blipper, borrowed from the Panigale V4. Unlike my old XDiavel, which didn't even offer a quickshifter as an option, the new version allows seamless clutchless shifting in both directions — a definite plus for dynamics and comfort. Ducati Wheelie Control is also included, though let's be honest: few XDiavel riders will ever really need it.



Data Comparison 1262 S vs. V4

Category	XDiavel 1262 S / Black Star / Nera	XDiavel V4 2025
Engine Type	Liquid-cooled 90° V2 four-stroke engine, 4-valve DOHC desmodromic	90° liquid-cooled V4 engine, 4 valves, Twin Pulse ignition
Cylinders	2	4
Displacement	1,262 cc	1,158 cc
Bore x Stroke	106 mm x 71.5 mm	83 mm x 53.5 mm
Compression Ratio	13.0:1	14.0:1
Fuel System	Electronic fuel injection	Electronic fuel injection
Emission Standard	Euro 5	Euro 5+
Idle Noise	101 dB(A)	100 dB(A)
Fuel Consumption	5.5 l/100 km	6.6 l/100 km
Power	160 hp at 9,500 rpm	168 hp at 10,750 rpm
Torque	127 Nm at 5,000 rpm	126 Nm at 7,500 rpm
Exhaust	Stainless steel with 2 outlets	Stainless steel with 4 outlets
Clutch	Slipper clutch	Slipper clutch
Transmission	6-speed manual	6-speed manual
Final Drive	Belt	Chain
Frame Material	Steel	Aluminum
Frame Type	Trellis	Monocoque
Steering Head Angle	30°	29°
Trail	130 mm	124 mm
Wheelbase	1,615 mm	1,620 mm
Fuel Tank Capacity	18 l	20 l
Seat Height	755 mm	770 mm
Seats	2	2
Dry Weight	235 kg	229 kg
Front Suspension	50 mm USD fork, preload & rebound adjustable, 120 mm travel	50 mm USD fork, fully adjustable, 120 mm travel
Rear Suspension	Single-sided swingarm, monoshock, preload & rebound adjustable, 110 mm travel	Single-sided swingarm, fully adjustable monoshock, 145 mm travel
Front Brake	320 mm twin disc with Brembo 4-piston calipers	330 mm twin disc with Brembo Stylema 4-piston calipers
Rear Brake	265 mm disc with Brembo 2-piston caliper	265 mm disc with Brembo 2-piston caliper
ABS	Cornering ABS	Cornering ABS
Front Wheel	Forged aluminum 3.5" x 17"	Cast aluminum 3.5" x 17"
Rear Wheel	Forged aluminum 8" x 17"	Cast aluminum 8" x 17"
Front Tire	Pirelli Diablo Rosso III 120/70	Pirelli Diablo Rosso III 120/70
Rear Tire	Pirelli Diablo Rosso III 240/45	Pirelli Diablo Rosso III 240/45
Instruments	3.5" TFT display	6.9" TFT display with optical bonding
Quickshifter	No, not retrofittable	Yes, standard
Safety Features	Riding Modes, Power Modes, Cornering ABS, Ducati Traction Control, Daytime Running Light	Riding Modes, Power Modes, Cornering ABS, Ducati Traction Control, Ducati Wheelie Control, Daytime Running Light, Ducati Brake Light
Standard Equipment	Ducati Power Launch, Cruise Control, Ducati Multimedia System, Full LED	Ducati Quick Shift 2.0, Ducati Power Launch, Cruise Control, Hands-Free System, Ducati Multimedia System, Full LED, Dynamic Indicators, Passenger Grabs
Oil Change Interval	15,000 km / 24 months	15,000 km / 24 months
Valve Clearance Check	30,000 km	60,000 km
Price Austria	—	37,495 Euro
Price Germany	—	28,990 Euro



2014 MULTISTRADA 1200S DAIR

VIN ZDMA300ABEB011206, Rego - 2E 4OF. Is a „personal import“ - was owned and ridden in Europe before importing. 29,315kms. Currently registered and operating. Parts bike - will not be sold with roadworthy and will be de-registered upon delivery or pick up. Engine health poor. New chain and sprockets (under 500kms). Pirelli scorpion tyres - 80% (under 18 months old). Comes with factory panniers. Frame and fairings in good condition. Price neg \$2500. For details. Chris 0477550860 Strathmore Vic



KANEG REAR STAND \$50.

Single-sided swingarm. Pin will suit a Supersport 950. The pin is replaceable - Kaneg sell other pin sizes too. Call Mark 0409 863 124



PLATE : DRVEL

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



PANNIERS FOR SALE: off a

2018 Multi (bike written off).
Price \$700.
Contact Pino
0431718 555



1982 DUCATI 900 DARMAH, \$25,000, includes some specific tools, manuals, bikini fairing, box of bits n pieces I will never use... This bike has been privately imported from Italy to NSW and has a NSW MainRoads Authority number stamped into the frame. I am the 3rd owner and purchased the bike in about 2001, has been on club reg but now expired. I would say its roadworthy but may need a new front tyre. Shortly after purchasing I had a total rebuild of the motor with hi comp pistons, oversized cylinders bore, all engine casings were wet bead blasted, all alloy was high polished, front forks have been reconditioned petrol tank has been fitted with a polymer inner lining, new electrics were fitted with standard car fuses, new ignition switch, new swingarm bushes, and pins, gold x ring chain fitted, sprockets in good condition, 40 mm dellorto carbs, with associated air pods, Previous owner seems to have tried to imitate an SSD, however this bike is originally an SD 900, clip on handlebars, Bar end mirrors, Starts and goes well. Has had an extended Clutch arm fitted for ease of operation, Surflex clutch plates fitted during rebuild. Gearsack and frame included, Front Head Light chromed and mounted to suit bikini fairing. StainTune Exhaust pipes, Icon rear shocks fitted. Phone Ian 0417390632. Email: gippy1963@hotmail.com



WANTED: CIAO DUCATISTA. I'm reaching out to the clubs in search of a GTS900, any condition considered. Many thanks, Sharleyne Purple, DOCQ 0487931521

WANTED, NO NEEDED !

Petrol tank to suit a 916, any colour is OK, as it will be repainted, preferably without rust. Please call Stuart on: 0408 181001.

WANTED VENTURA RACK

I am chasing a Ventura rear rack for my 1993 900 SS and was wondering if any of your members may have one that they no longer need?
Rowan 0434 600 227

2020 DUCATI MONSTER 821.

Immaculate condition; All service records; Recently serviced; Still under Ducati Factory Ever Red extended warranty until 15.9.2024 and furthermore this can be transferred to the buyer for piece of mind; Fitted with Evotech Performance Engine Guard and Evotech Performance Radiator Guard; Puig New Generation Sport Screen. Comes with Ducati Paddock/Workshop Rear Stand and Ducati trickle charger adapter. Rego to 3/2024. \$13,990. Contact Rob: 0407 193 708



FOR SALE - 2021 STREETFIGHTER V4S. 2182km.

Accessories: Ducati Carbon Number plate holder; Ducati Smoke-tinted windscreen; Ducati Passenger Seat Cover; Ducati Raised Passenger Seat. (plus the factory-fitted seat); Ducati Carbon tank guard; Rizoma oil reservoirs; Rizoma Brake levers; Evotech Radiator guard. Contact Pawan 0450 486 996





**REFER DOCV WEBSITE
FOR THE LATEST DETAILS**

<https://www.docv.org>

UPCOMING RIDES

Can't wait for summer – it has been way too long now! Put the winter depression at bay by joining the 2 rides in the second half of August. Keep an eye out for new rides in September and October, head to Events -> Rides -> Upcoming Rides on docv.org and register in time as numbers may be restricted for some rides.

Remember to arrive with a full tank and arrive a little early for a good coffee, great company and ride briefing, not to mention checking out the super cool bikes!

I'm likely to head out to Phillip Island on 2nd September and again on 19th November. This won't be "official" club track days, but it is always nice to see a couple of club members at the track. Please reach out to editor@docv.org if you are planning a track day, we can possibly arrange a shared garage if there are 4 or more riders. Book at <https://www.phillipislandridedays.com.au/pird-ride-days>

Maling Rd Autoclassico. Event & Ride

**17 AUG 2025 12:00 PM - 4:30 PM
MALING ROAD, CANTERBURY**

This is an Event and a Ride to follow afterwards.

Meet us at Maling Road Autoclassico.

Have some lunch and a coffee and have a look around at some outstanding examples of motoring machinery.

Showcasing over 300 classic and modern exotic vehicles, plus expanded areas for themed displays, good food and great coffee.

This event is free to attend for all.

We'll go for a ride after the event. Not a big one.

Just a wander out through Ringwood, Warrandyte and Yarra Glen. Have a coffee or a tasty beverage and go home.

Or

You can just meet us at Maling Rd for a focaccia and do your own thing afterwards if you want.

This is an event that is well worth the effort to attend.

So come join us at the Maling Road Autoclassico Sunday 17th August 2025.

<https://malingroad.com.au/events/auto-classico-2025/>



One for members in the South. Arthurs Seat Adenaline

31 AUG 2025 10:00 AM - 4:00 PM BUTLERS PANTRY, 1090 WELLINGTON RD, ROWVILLE

A ride for our members down south.

Starting at Butler's for a coffee Stand's Up approx. 10:15 or meet us at Arthurs Seat for lunch and then go for a ride.

This will be a short one, couple of hours in the morning and a couple hours in the afternoon. Approx. 100km each leg.

From Butler's Pantry, we are going to run us down to Beaconsfield cross the M1 at Pakenham and down to Koo Wee Rup. From here, we'll traverse the coastline around through Hastings, Shoreham, Flinders and Cape Schanck.

A quick run up Browns Rd and Purvis Rd into Arthurs Seat approx. 12:00 - 12:30 for lunch.

After lunch the return will be a slightly different ride to Hastings and across to Tooradin.

A quick run to Officer before turning left at Pakenham for a smooth ride up the C411 through Gembrook, Woori Yallock finishing up in Healesville.

Riding Etiquette

1. RIDE YOUR OWN RIDE/PACE:

The DOCV has riders of many differing skill levels as we have no minimum standard of skill required to join (other than a valid motorcycle license).

Do not try and follow someone who is riding above YOUR comfortable pace as you may not be able to react to an emergency situation as well as they can. If you are pushing your limits trying to keep up, you are more likely to come to grief and possibly hurt others. The club would rather wait for you than you have an accident.

Know your own limits and ride to them!

2. PETROL:

When meeting in the morning for a ride, you are expected to have a FULL tank of petrol. If one fills up at a servo, we all fill up. Use the lead rider as a guide.

3. CORNER MARKING:

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

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

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

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

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

The second person marking the corner should endeavour to keep the TEC in visual contact at least until they get to the next corner marker at which point the next corner marker is handed responsibility for the safety and guidance of the TEC.

Keep in mind that the TEC of the day may not be as fast as you, may not know the roads like you do, or perhaps is on the phone to the lead-rider discussing some issue up ahead. If you want to chase down Pecco, please wait until after you mark the next corner.

4. OVERTAKING:

Riding in a group can be heaps of fun, but it's also important to remember those around for you. All we ask is that you have consideration for the whole group when riding. If a rider has caught up to you in a twisty section and they have their indicator on they are asking nicely to overtake you, so help them out, move to the left of your lane (if safe to do so) and kick them through. They are most likely quicker and would rather not overtake you in a dangerous spot/manner. And do not race them to the next corner, this is very dangerous and will not be tolerated.

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

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

5. FORMATION:

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

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

6. NEW MEMBERS:

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

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



DUCATI PERFORMANCE & SERVICING

EXPERTS IN DUCATI PERFORMANCE, HANDLING & MAINTENANCE



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



0457 195 630 info@racecenter.com.au

WWW.RACECENTER.COM.AU

342B Albert St, Brunswick VIC 3056





DUCATI



DUCATI

—250—