

# DESMOTO

**DUCATI** OWNERS **CLUB** of VICTORIA

OCTOBER 2025

NEXT SOCIAL MEETING  
***Tuesday 21 October  
at The Mannigham***

Please register on  
the club website  
[www.docv.org](http://www.docv.org)



***Guest speaker Liam Pamieta,  
the newly appointed Dealer  
Principal at Ducati Melbourne.***





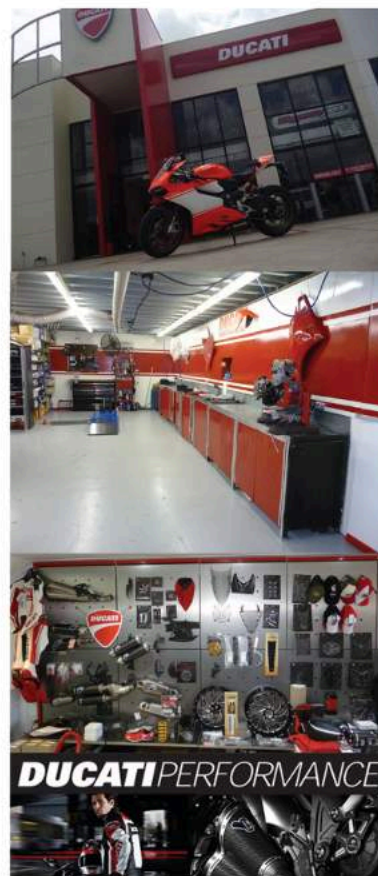
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OCTOBER 2025

**Official DOCV Web Site:**

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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](mailto: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:** Panigale V4 R.

**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 / Merchandise	Vice President / Membership	Secretary	Treasurer	Club Captain	Desmoto Editor	Spares / Club Permits
						
<b>Neil Larson</b>	<b>Tom Hinton</b>	<b>Geraint Gardner</b>	<b>Mark Duffer</b>	<b>Chris Williams</b>	<b>Louis Putter</b>	<b>Daryl Grant</b>
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
<a href="mailto:pres@docv.org">pres@docv.org</a>	<a href="mailto:vicepres@docv.org">vicepres@docv.org</a>	<a href="mailto:sec@docv.org">sec@docv.org</a>	<a href="mailto:treas@docv.org">treas@docv.org</a>	<a href="mailto:captain@docv.org">captain@docv.org</a>	<a href="mailto:editor@docv.org">editor@docv.org</a>	<a href="mailto:spares@docv.org">spares@docv.org</a>

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

**Library:** *Garry Elphinstone* [librarian@docv.org](mailto:librarian@docv.org)

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

### 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](mailto:pcusworth53@gmail.com)



# editoriale

Louis Putter



Hello fellow Ducatisti!

There's a whirlwind of excitement in the Ducati world right now, with fresh model releases and unforgettable moments on the MotoGP circuit. This edition of Desmoto dives into Ducati's latest innovations and celebrates their stellar performance in Japan, where Pecco bagged a dramatic double win despite a nerve-wracking moment when his bike began smoking. Meanwhile, Marc clinched the world title, adding to the emotional intensity of the weekend.

The cover proudly features the Panigale V4 R - another testament to Ducati's relentless pursuit of excellence.

Look out for the article on Joe Rascal Melbourne Ducati's model launch event, showcasing new arrivals and rare limited editions. If you haven't visited recently, now's the time.

Looking ahead, the MotoGP lands at Phillip Island on October 17-19. Club members are encouraged to join the festivities, with group rides being organized by Joe Rascal Melbourne Ducati and others. Keep an eye on Facebook for ride details.

As always, contributions are welcome at [editor@docv.org](mailto:editor@docv.org) - whether it's a story, a comment, or a photo of your latest Ducati masterpiece. Let's keep the spirit of DOCV roaring!

Cheers

*Louis*



## treasurer's report

Mark Dulfer



### Monthly Financials for September 2025

By Mark Dulfer

	45,901.00	45,870.00
<b>Income</b>		
Desmoto		
Events	680.00	867.00
Memberships	239.17	639.98
Merchandise		
Other		
	919.17	1,506.98
<b>Expenses</b>		
Cost of Sales		
Desmoto	216.00	522.00
Events	2,783.00	
Membership		
Other	293.27	2,330.90
Total Expenses	3,292.27	2,852.90
Operating Profit/(Loss)	(2,373.10)	(1,345.92)
Cheque Account	12,544.54	13,321.54
Paypal	2,713.01	4,257.00
Debit Card	2,341.72	2,553.49
Cash reserve/Contingency	30,514.09	30,514.09
Term Deposit 2 /DOC	16,350.09	16,350.09
Term Deposit 3 /50th Ann	16,610.43	16,610.43
Trade Debtors		
Other Assets	3,745.55	3,745.55
Net Assets	84,819.43	87,352.19

## 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?



# president's report

Neil Larson



Hi everyone,

I've just got back from The AFL Grand Final weekend ride – a terrific three days on the bike!

Huge thanks to Captain Chris for organising a fantastic long weekend! New and interesting roads, ever changing landscapes, good food, terrific company, and a whole lot of fresh mountain air.

Kudos must also go to David who road from Bendigo to Healesville in 4 degree temps for the start, and John who road through rain from Gippsland. Big effort guys!

I've ridden the Beechworth area a bit, but Chris was still able to find new roads, and new ways of connecting the usual roads, so the days on the bike were a treat. To add to my next trip plan: Carrols Road to Mudegonga, and Locharts Gap Road to join the Yabba Road. Also a loop around Lake Hume.

As usual I was the slowest rider in the group, which is not a problem, a good Tail-End-Charlie is unconcerned about speed. The reason I mention this is that I'd love some company at the back of the bunch!

So if you've been thinking about doing an overnight ride, or a day ride, but are worried that the group might leave you behind, feel free to join me at the back ;)

The other great thing about overnight rides is the company – spending quality time with your fellow club members.

I like to share a room to reduce cost, but also to get to know fellow club members better. Thanks for some great conversation Duncan, really enjoyed rooming with you!

The weekend had a few memorable pub meals, including at Tanswells in Beechworth where Chris wrangled us a palatial upstairs room with balcony and open fire. Must go back!

Chris has a full ride calendar organised for Spring and Summer. Check the website as the details are filled in.

It's going to be a great summer of riding!

## What your committee is up to:

Your committee has been working behind the scenes to keep the club machine purring:

The IT subcommittee (Mark Dulfer, Louis Putter and Mark Evans) is researching data and web backup, and will have a data management policy soon. We care about your member data, and we want to ensure it is adequately protected.

The Westpac bank authorisation process is ongoing, we're 90% there now.

Treasurer Mark is developing a running monthly budget so we can report actuals vs budget, and plan our finances more effectively.

We're starting to look at items for the 2026 member pack. The neckwarmer and bucket hat were well received.

Fingers crossed our supplier can get our online merch store online again soon.

## 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.

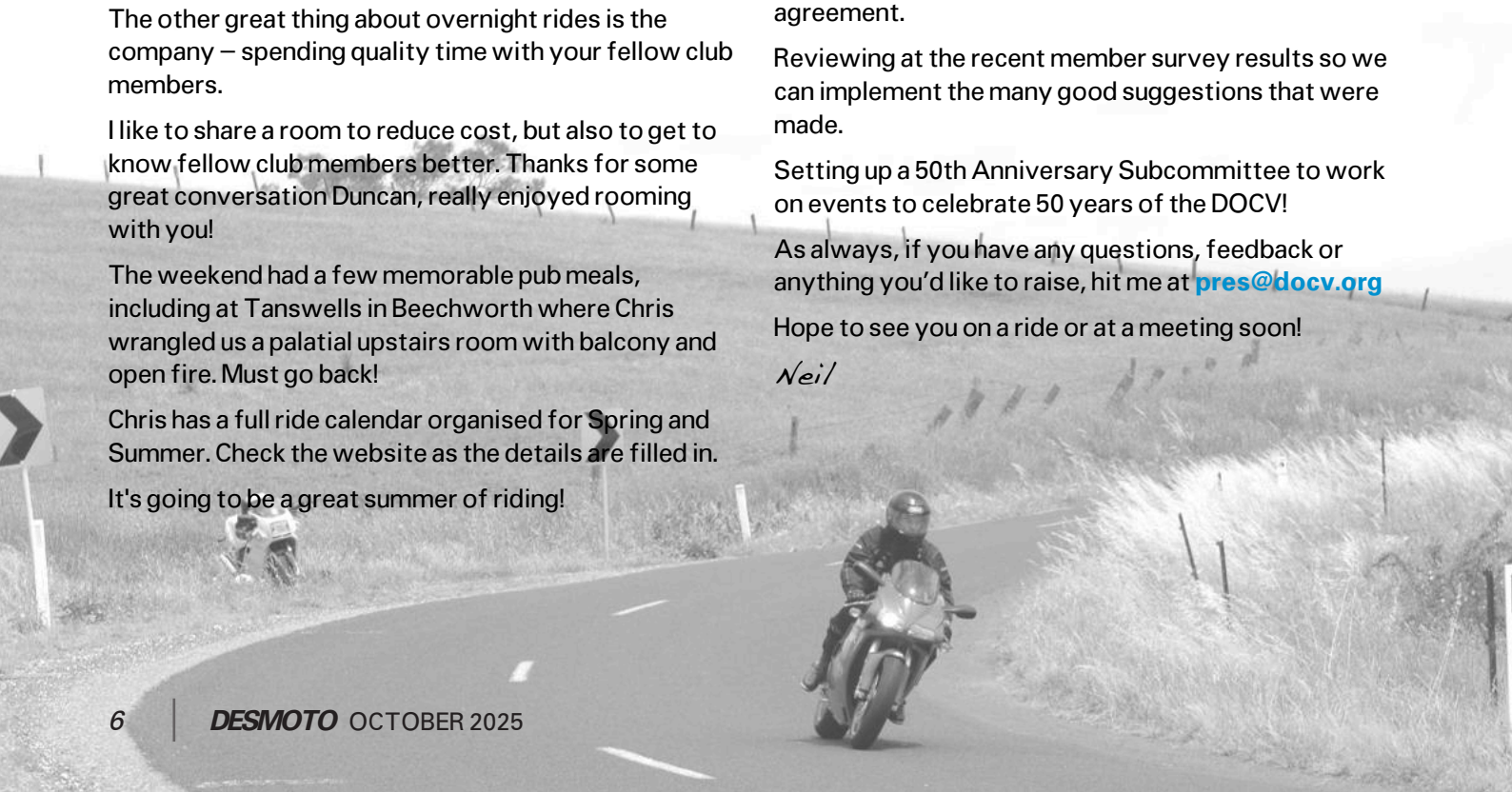
Reviewing at the recent member survey results so we can implement the many good suggestions that were made.

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](mailto:pres@docv.org)

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

Neil



# ilrapporto del capitano

Chris Williams



Finally spring has sprung and we are off to a great start. I always love this time of year as you things, weather and outdoor riding, only get better. The days get longer and the nights get warmer. I was so happy when I spotted the chance to open up a ride for September 14th. Always nervous around this time as it can go pear shaped pretty quickly. But no the weather gods had shined upon us and the weather opened up for a sunny 19 degrees. Tragically a bit windy but nonetheless a warm Sunday. 22 members signed up for the ride and a great time was had by all.

Embarking from Butler's in Rowville we headed east towards Jindivick for our usual 'comfort' stop. The sun was shining and in the protection of the tree lined hinterland we had a magnificent ride down through Drouin and onto Poowong and Loch. Tragically once we created the hills of Krowera and Blackwood forest we were out in the elements with no protection the wind was blowing a gale.

Being a ridge road this did become a balance of 'lean or not to lean' in some corners. Having lunch at our regular Wonthaggi hotel, of which again the staff and management looked after us impeccably well, and everyone had lunch in a timely manner. I have banged on about this before. But again full credit to the staff and management of the Wonthaggi hotel 🙌



I highly recommend them.



Our ride home was less eventful and the wind was becoming tiresome so we mounted the freeway at Pakenham and called it a day.

Disappointing only in the form of this was to be my first ride on my new XDiavel V4 with Akrapovič exhaust and out of 'run in' limited rev range. Still I have to say it is a magnificent bike to ride and quite an improvement on the previous model. As I have commented to many. It tips in much easier, is lighter in feel and physical weight, greater comfort in the seat and suspension.



I love it. Just ask me.

So much so I was really looking forward to our Grand Final w/e ride and I was very pleasantly rewarded for the weekend was outstanding. With 18 riders registered we had a fantastic weekend away. Meeting in Healesville would prove a challenge though. I met up

with 6 others before heading out. Making our way down the Eltham Yarra Glen Rd towards Christmas hills we were pulled up at Watson's Ck to be told that the bridge into Yarra Glen was 'out' and we would have to go via Warrandyte and Wonga Park to get to Healesville. Others in our group did not heed that advice and felt it prudent to go via St Andrew's and do 'Buttermans track'. This too proved incorrect as this road brings you out just before said 'closed bridge'. Now running painfully late we did a 'spirited' ride up to Kinglake then Toolangi and Myers's Ck. Placing us at our meeting point right on departure time. Fortunately I had allowed plenty of time to get going so coffee was had and we all had a bit of a laugh and a story to begin the weekend with. This time I planned a slightly different way out of Healesville and thus we did Myers's Ck again (lucky us) turning right then left up 'Break O' Day' Rd onto Strath Ck. I then ran us around Ghin Ghin, Highlands and Caveat popping out onto the Melba hwy near Karumba. We fueled up in Mansfield and of course a trip up the Whitfield pass is always a must. This placed us in perfect timing for lunch at the Mountain View hotel which never disappoints. Again staff and management always look after us well here too. Food and service is always excellent.

Having a very enjoyable meal and beverage we departed for a leisurely ride up to Beechworth with a couple of detours just to fill in the afternoon for it was not a hard ride and I managed to stretch it out to just over an hour and a half. Which worked just fine for everyone.

Our accommodation at the Beechworth Carriage Inn, a standard for most of us, always provides a clean and neat room and good value for the price. Even for an advertised 'long weekend'.

Now speaking of 'Long Weekends' officially, with the exception of Glenn's Dirty Labour Day w/e ride next year, that will be the last time we are holding an official 'long weekend' ride away. We (the committee) have deemed long weekends away are simply too dangerous for enjoyable rides with half of Melbourne and their trailers and their camper vans and their JetSki's and caravan's it simply becomes a ride of endurance and no fun. Not to mention the mark up in prices.



We will still be running overnight and 3 day rides just not on the advertised long weekends.

We will be looking at holding them the week before or the week after or near to. We will give you plenty of notice to make arrangements around. So keep an eye on our diary and 'Wild Apricot' site.

Meanwhile back at the dance. Saturday's ride out of Beechworth was an absolute cracker with a temperature of 21 degrees and clear skies it was truly magnificent. With morning tea down at Tawonga Sth in glorious sunshine we made our way north up a little known road called the 'Red Bank Mongans Rd. We followed this all through Gundowring to Lake Hume before turning right and embracing the soft cambered corners of Lockharts Gap. This provided us with a short stint down the Omeo hwy in to Mitta Mitta for lunch. Traversing alongside the Mitta Mitta river this piece of road is a personal favourite. Again with smooth bitumen and cambered corners. It is a 'must do' for all motorcyclists.

Having a fine lunch at the Mitta Mitta Pub to the dulcet sounds of blaring television recording of pre match analysis of the Grand Final we departed to the greener pastures of the Yabba river and the beautiful hill climb of Granya Pass. From here we slowed the pace for a cruise along the Murray river Rd to Talgarno and onto the village of Lake Hume. Ultimately we would wind our way through Tangambalanga, Allen's Flat and Yackandandah to get back to our retreat in Beechworth but not before doing a quick trip down Reid's way and the Beechworth Chiltern Rd.

Dinner was a very pleasant surprise to what was already a very successful tour. We had made a booking at Tanswells hotel for dinner and thus being Grand Final day they text me during the day to inform us that due to "the overflow of the Grand Final crowd. Would we mind moving upstairs and still get full table service". This ended up being the pinnacle of our tour. For not only did we get the privacy of having the entire room to ourselves. We also had our own private fireplace with lounge chairs to enjoy a pre dinner drink to debrief the day in the setting sun. Perfect



Sunday's ride home took us a little further east toward Strathbogie as I tried to avoid doing Whitfield for the impending returning traffic. Also just to place something different for our return home. This would prove a little bumpy in places but we did get to see some countryside not seen before. Having lunch at the General store proved to be a winner with some fine fresh produce. A few windy roads popped us out at Merton. Being slightly ahead of time we decided to run the gauntlet of the Melba to Yea and Whittlesea. This was actually not too bad. Got a little congested around Yarck but did not delay us too much. Ultimately the traffic would separate us as a group. A few of us

managed to keep close together and we completed the tour with a coffee in Whittlesea. In hindsight I should have made this arrangement before we departed. Anyways next time,



Just briefly I came across this article on the passing of Robert Redford. Being a bit of a Redford fan I was not aware of his motorcycle heritage. Thought I'd pass this on to you guys (also the DT was my first bike).

#### REMEMBERING THE SUNDANCE KID

Often linked with fellow screen legend and fellow "petrol head" Paul Newman, it's less widely known that Robert Redford also shared a lifelong passion for speed and machines.

The Hollywood actor, who recently passed away, actually starred in a 1970 motorcycle racing film called Little Fauss and Big Halsy about two renegades down at heel racers chasing silverware as competitively as they chased members of the opposite sex!

Although one of Redford's lesser-known films, it has since become a cult classic and started an ongoing relationship between Redford and Yamaha. The company were so taken with Redford that in 1971 they gifted him the DT250 trail bike seen in the film – a favour he returned by using the bike briefly in the far more widely seen (and critically acclaimed) movie, the Way We Were.

The single-cylinder, two-stroke DT with its two rear shocks and low front mudguard was typical of the type of "streetable" dirt bikes popular in America across the early 1970's and Redford was often seen on the "big brother" DT400 such was his enthusiasm for off-road riding.

Well known for his generosity and philanthropy, Redford actually auctioned the DT250 for charity a few years ago, that charity being the Redford Center, a non-profit organisation started by the actor and his son in 2005 working to promote the power of stories to increase positive change and public engagement on frontline issues through film, video and new media. The winning bidder also got to meet the screen legend as part of the hand-over which just shows what a down to earth and humble guy Redford was.

Hope you all enjoy Bathurst



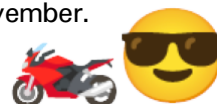
Don't forget President Neil's ride on the 19th October.

Look out for Geoff's Redesdale midweek ride on the 29th October.

Don't miss Secretary Geraint's inaugural ride on the 9th November.

And make arrangements for Glenn's annual weekend ride to Dargo 29th November.

Bitumen side down



Chris





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# lettera del segretario

Geraint Gardner



I am both honoured and excited to have been voted in by our members and appointed as Secretary of the Ducati Owners Club of Victoria. I want to extend my heartfelt thanks to all members—past and present—as well as all former and current committee members for making the transition into this role seamless and welcoming. Your support has made stepping into this position an absolute pleasure.

Since being elected as Secretary, one of the first initiatives we introduced was name badges for all committee members. This simple but valuable addition will help both new and long-standing members quickly become familiar with the faces behind the committee, making it easier for everyone to connect.

By way of introduction, my name is Geraint Gardner, and I reside in the eastern suburbs of Melbourne. I am a husband, a proud father of two children, and a multi-business owner in the real estate industry. My passion for Ducati began with the purchase of my very first Ducati—a Ducati Diavel 1260S (2022 model)—and it has been an incredible journey ever since.



While my work commitments often keep me busy on weekends, I look forward to attending more rides when possible and connecting with more of you as we continue to share in this club's proud history.

Looking ahead, I am thrilled to announce that I will be riding to the 2026 NDR Rally in Mudgee to celebrate Ducati Italy's 100th Anniversary. Additionally, this will be a landmark year as DOCNSW celebrates its 50th anniversary and our very own DOCV marks its 50th birthday in 2026. I will proudly represent our club at this event, and I warmly invite members to join me—please note, registration is required. Full details will be available in the magazine or from any committee member.

I am excited for the road ahead and grateful for the opportunity to serve this wonderful club.

*Geraint*



.Ducati Diavel 1260S.



## DIAVEL V4 RS AND MULTISTRADA V4 RS: UNCOMPROMISING STYLE, PERFORMANCE, AND LIGHTNESS

- Marc Márquez and Pecco Bagnaia present the new Ducati V4 RS range at Misano, during the San Marino and Rimini Riviera GP
- Produced in a numbered series, the Diavel V4 RS and Multistrada V4 RS embody Ducati emotion, thanks to the Desmosedici Stradale engine, distinctive liveries, exclusive components, and premium materials such as titanium and carbon fibre
- The Diavel V4 RS is the fastest accelerating Ducati production bike: 0 to 100 km/h in 2.52 seconds
- The new Multistrada V4 RS confirms its position as the sportiest touring bike ever produced, now enhanced by the Ducati Vehicle Observer system developed in MotoGP and an even more effective electronics package



Misano Adriatico/Borgo Panigale, 12 September 2025

Ducati unveils the new RS range at the San Marino and Rimini Riviera GP. The Diavel V4 RS and the Multistrada V4 RS arrived in the pit lane of the Misano World Circuit Marco Simoncelli, ridden by the two Ducati Lenovo team riders, concluding the story told in the presentation video, in which Marc Márquez and Pecco Bagnaia engage in a thrilling remote game, creating a spectacular showdown that highlights the soul and performance of each bike.

The new RS range is designed for those who live Ducati as an absolute passion and recognize excellence at first sight. An unparalleled experience, reserved for those who desire the best and seek the utmost in performance, lightness, and style. A range whose mission is to create models that represent the pinnacle of sporting excellence in their respective families, characterized by racing performance and technology

and made unique by distinctive liveries, exclusive components, and high-quality materials such as titanium and carbon fibre.

The Diavel V4 RS and Multistrada V4 RS are numbered series models that, thanks to the Desmosedici Stradale engine and exclusive carbon fibre and titanium components, bring their respective worlds closer to that of Superbike.

The 1,103 cc Desmosedici Stradale engine combines smoothness at low and medium revs with a spirited and sporty personality at high revs, the result of a very broad power delivery curve achieved thanks to desmodromic distribution. Smooth in its response at low revs, the V4 becomes thrilling near the redline, accompanied by the characteristic exhaust note of the Twin Pulse firing order, which, during acceleration, becomes exhilarating as the revs rise.





### **Diavel V4 RS: 0 to 100 in just two and a half seconds**

The Diavel name has always been synonymous with blistering acceleration. With the new V4 RS, thanks to the MotoGP-derived Desmosedici Stradale engine with its counter-rotating crankshaft, Ducati pushes the limit even further.

The Diavel V4 RS, long and low thanks to technical solutions that bring it closer to dragsters, is in fact the Ducati with the best acceleration from 0 to 100 km/h. Thanks to this, and thanks to the 182 horsepower of its Desmo V4 engine and a sophisticated and effective electronics package that allows its rider to maximize performance, the V4 RS achieves acceleration rates that were simply unthinkable for a street-legal motorcycle until now. In the hands of Marc Márquez, the Diavel V4 RS has proven capable of accelerating from 0 to 100 km/h in just 2.52 seconds.

The riding experience on the Diavel V4 RS is unique, thanks to its spirited and thrilling power delivery and the unmistakable sound of the Desmosedici Stradale engine with dry clutch. The Diavel V4 RS can command attention at low speeds but also excites in sporty riding, thanks to its Öhlins suspension, aluminium single-sided swingarm, Panigale V4-derived braking system, and forged wheels designed specifically for this model.

The technical and stylistic details that characterize the Diavel V4 RS's livery make it unforgettable. The RS logo, designed by the Centro Stile, appears on the livery, on the hands-free ignition key, in the dashboard

graphics, and on the rear cylinder head cover, where the bike's serial number is also located. And the experience of riding this unique motorcycle will be made even more special by the dedicated dashboard animation at key-on.

The Diavel V4 RS's design is completely new. Every element—from the air intakes to the single-seat tailpiece, to the mudguards and tank covers, all made of carbon fibre—contributes to an even more distinctive and sporty look, reducing the bike's weight by 3 kg without compromising the Diavel's unmistakable identity.

**Multistrada V4 RS: track performance, Multistrada soul**

The first Multistrada V4 RS was born in 2023 with the mission of becoming the sportiest, most sophisticated, and most distinctive Multistrada ever. A mission accomplished thanks to the Desmosedici Stradale engine, a chassis capable of offering rider and passenger a perfect blend of sportiness and comfort, and a latest-generation electronics package. This formula, appreciated and rewarded by the sportiest Multistrada riders, led to the success of the V4 RS, thus encouraging Ducati to create what is now the RS range.

With its 180 horsepower V4 engine, featuring desmodromic timing with dry clutch and an Akrapovic silencer, Öhlins Smart EC 2.0 suspension, and the all-new, dedicated forged wheels, the Multistrada V4 RS offers unmistakable performance and riding sensations, while maintaining the balance that has always distinguished the Multistrada family.



On the new Multistrada V4 RS, every component, every detail has been chosen with the sole aim of creating the sportiest and most exciting touring bike ever. The electronics package has been updated with the Ducati Vehicle Observer algorithm, derived from Ducati's experience in MotoGP, which simulates the presence of 70 sensors for more precise and safer electronic controls. The chassis, featuring an event-based Öhlins front fork and shock absorber, is even more effective thanks to new suspension strategies, a larger 280 mm rear disc, and a braking system with ABS cornering. The ultra-lightweight titanium rear subframe, unique in the world, is now sized to accommodate a top case.

The new Ducati Multistrada V4 RS combines the unmistakable Multistrada line, elegant and dynamic, with the new RS livery. Various carbon fibre components, such as the front mudguard, handguards, heat shields, and front beak, along with forged wheels, a lightweight lithium-ion battery, and a techno-polymer tail fairing (designed specifically for this model) mounted on the titanium subframe, contribute to a weight saving of 2 kg compared to the Multistrada Pikes Peak.

The Ducati Multistrada V4 RS is produced in a numbered series. The sequential numbering is shown on a black anodized aluminium plate attached to the triple clamp and adorned with the Italian flag. And here too, the dashboard will greet the rider with a dedicated animation at key-on.

As with all models in the Multistrada family, Ducati offers the exclusive "4Ever Multistrada" warranty for the Multistrada V4 RS, valid for four years with unlimited mileage, guaranteed by the Bologna-based manufacturer's entire European dealer network.

### Availability of the RS range

In Europe, deliveries of the Multistrada V4 RS will begin in November 2025, while the Diavel V4 RS will arrive in dealerships in December. The United States will follow one month later, with distribution throughout the rest of the world completing in the following months.

A video of the two bikes, featuring the two official riders of the Ducati Lenovo MotoGP team, is available on the [Ducati YouTube channel](#). Press kits and additional images of these special and exclusive motorcycles are available on [Ducati Media House](#).





## Diavel V4 RS

**Colours** – Dedicated “RS” livery

### MAIN STANDARD FEATURES

- 1,103 cc Ducati Desmosedici Stradale engine with valve clearance adjustment every 30,000 km\*
- High-permeability Sprintfilter P08 air filter
- Titanium exhaust end cap
- Dry clutch
- Ducati Quick Shift (DQS) 2.0
- Maximum power of 182 hp (133.8 kW) at 11,750 rpm
- Maximum torque of 120 Nm (12.2 kgm, 89 lb-ft) at 9,500 rpm
- Aluminium monocoque frame and aluminium single-sided swingarm
- Dedicated single seat, air intake ducts, and tail fairing, with two-seater kit supplied as standard
- Bosch Inertial Measurement Unit (IMU)
- Carbon fibre details
- Fully adjustable Öhlins NIX30 fork with 48 mm stanchions
- Fully adjustable Öhlins STX 46 shock absorber
- 17-inch forged aluminium wheels with Pirelli Diablo Rosso IV tyres, 120/70 ZR17 front and 240/45 ZR17 rear
- Bosch-Brembo ABS 10.3ME Cornering braking system
- 330 mm diameter front discs with Brembo Stylema 4-piston radial calipers
- Full LED headlight with DRL and Ducati Cornering Lights (DCL)
- 5-inch TFT dashboard with colour screen and dedicated graphics and display\* Dedicated Hands-Free key with laser-etched “RS”
- 3 Power Modes (High, Medium, Low)
- 4 Riding Modes (Race, Sport, Touring, Wet)
- Ducati Wheelie Control (DWC)
- Ducati Traction Control (DTC)
- Lithium-ion battery
- Hands-free start
- Turn-by-turn navigation
- USB port

## Multistrada V4 RS

**Colours** – Dedicated “RS” livery

### MAIN STANDARD FEATURES

- 1,103 cc Ducati Desmosedici Stradale engine with valve clearance check every 30,000 km\*
- Dry clutch
- Aluminium monocoque frame and aluminium single-sided swingarm
- Titanium rear subframe\*
- Carbon fibre details\*
- Semi-active Öhlins Smart EC 2.0 event-based electronic suspension with improved strategies
- New 17-inch Marchesini forged aluminium wheels with Pirelli Diablo Rosso IV tyres, 120/70 ZR17 front and 190/55 ZR17 rear
- Bosch-Brembo 10.3ME ABS Cornering braking system with Front-to-Rear strategy
- 330 mm diameter front discs with Brembo Stylema 4-piston radial calipers
- Full LED headlight with DRL and new Ducati Cornering Lights (DCL)
- 6.5" TFT dashboard with colour screen and dedicated graphics and display\*
- Bosch Inertial Measurement Unit (IMU)
- Ducati Vehicle Observer (DVO)
- 4 Power Modes (Full, High, Medium, Low)
- 5 Riding Modes (Race, Sport, Touring, Urban, Wet)
- Front and rear radar technology (Adaptive Cruise Control and Blind Spot Detection) Ducati Wheelie Control (DWC) DVO
- Ducati Traction Control (DTC)
- Engine Brake Control (EBC)
- Hands-Free Start
- Ducati Connect with phone, music, and map navigation apps
- Ducati Quick Shift (DQS) 2.0
- Vehicle Hold Control (VHC)
- Ducati Brake Light (DBL) EVO



## A PERFECT SUNDAY FOR THE DUCATI LENOVO TEAM: MARC MÁRQUEZ BEYOND THE RECORDS IS MOTOGP WORLD CHAMPION. FRANCESCO BAGNAIA TAKES THE RACE WIN



- Aboard the Desmosedici GP, an unstoppable ride made of success, six years from his previous Premier Class title
- A title that celebrates hard work, passion, effort and resilience by a Champion capable of going beyond numbers, wins and pain
- A day crowned also by Francesco Bagnaia's race win
- For the third time in four years, the Ducati Lenovo Team secures the ultimate prize in the Riders' Championship

Marc Márquez is the 2025 World Champion with the Ducati Lenovo Team. #MoreThanANumber, for a season beyond records, numbers and wins. In the Grand Prix of Japan, a day filled with emotions to celebrate a Champion who was able – thanks to Ducati and its Desmosedici GP – to bounce back and return to the highest of levels. An unprecedented comeback in the modern era of motorcycle racing.

Thanks to the second-place finish scored today at the Mobility Resort Motegi, Marc clinches his seventh MotoGP title, the first with Borgo Panigale's red machine. Behind the win, on one side, lies an invaluable human value, while on the other, a series of impressive numbers. A total domination in the 17 Grand Prix undertaken so far: 11 race victories, 14 Sprint wins, 31 overall podium finishes, 8 pole positions and 18 fastest laps of the race (across Sprint and Sunday races) for a total of 541 points scored out of the 629 available.

Marc's title is the third Riders' World Championship for the Ducati Lenovo Team in the last four seasons, the

fourth-consecutive and fifth all-time for a Ducati rider in MotoGP (2007 by Stoner, in 2022 and 2023 by Bagnaia and in 2024 by Martín).

The race at Motegi saw Francesco Bagnaia taking the win from pole position. Marc Márquez was second at the flag, for another incredible one-two by the Ducati Lenovo Team after the one claimed yesterday in the Sprint, to complete a memorable day for Ducati.

### Marc Márquez (#93 Ducati Lenovo Team) – 20 - 2025 MotoGP World Champion

*"It's hard to find the words to describe the emotions I'm feeling right now. After the challenges and the injuries of 2020, I continued to fight and I can now say I'm at peace with myself. This has been the biggest challenge for me: since I joined MotoGP, I was straight away very competitive and won a lot, before going from glory to years of hardships marked by injuries, crashes and results that were surely not exciting. I never gave up and stayed focused on myself, following my instincts and making important – yet not simple –*





*decisions. This is why this world title is the best way to close the circle. Obviously, to make it back to the top I had to embrace the most competitive project and ride the best bike designed by the most winning manufacturer in recent years – Ducati. This surely helped a lot. There's the work of so many people behind the curtain – too many to be named one by one – whom I thank with my heart. It was without a doubt the perfect decision."*

**Francesco Bagnaia (#63 Ducati Lenovo Team) – 10**

*"This has been the first weekend in which I felt myself again out on track, and we really put together an excellent performance. After what has been a challenging season so far, it was hard to imagine that we would have squared the circle, but better late than never! I went back to enjoying riding the bike since the Misano test and I had fun today. This is wonderful, but also a pity that it happened only now, but we can only look forward and try to continue this way until the end of the season. I never stopped believing in myself and the team. I'm very proud of it, especially on a day like today. Obviously I'd like to congratulate Marc for his incredible season and I hope we'll be able to give all Ducatisti some more excitement in this last leg of the season."*

**Claudio Domenicali (Ducati CEO)**

*"The story continues, and what a story we're writing! We're World Champions for the fourth year in a row, showing that when talent, competence and dedication meet, the line between possible and extraordinary disappears. It may look easy on the track, especially when results come with continuity, but behind every success there's relentless teamwork: months of designing and simulations, hours dedicated to data analysis, engine changes calibrated to the tiniest of details, race strategies planned out with precision. All*







of this remains invisible to the eyes of those watching, but it is behind the curtain that we build our victories. It is there that every little detail makes the difference and becomes the decisive element that enables the champion to perform at his very best out on track. With Marc, this process has been natural: he immediately found the perfect sync with the Desmosedici GP. From the opening race, he confirmed what we were expecting of him, and in many cases, he even exceeded our expectations, showing how an extraordinary talent like him and the meticulous work by a passionate and competent team like ours can mutually strengthen each other. My thank you goes to all women and men in Ducati Corse: once again we did it, and we did it together. It's a clockwork that only works perfectly if each part gives their very best, and today it is working flawlessly with Gigi Dall'Igna coordinating and inspiring every move. A special thank you goes to Lenovo, our partners and suppliers, for their contribution in making these achievements possible. Last year I promised all Ducatisti that we wouldn't have settled, that we would have continued to work towards more wins... and today we showed that our passion and our commitment are not just words, but tangible results that put us always one step ahead."

**Luigi Dall'Igna (Ducati Corse General Manager)**

"With today's result, we crowned a season whose human significance goes beyond numbers. We're celebrating the talent and the motivation of a Champion capable of returning to the highest of levels

aboard the Desmosedici GP. Before embracing the Ducati project in its entirety, Marc was among the strongest of rivals. The value of this win goes hand in hand with a message connected to effort and the true passion for motorcycling and recognises the skills of a work group who in the last six seasons rewrote part of MotoGP history. A thank you goes to all riders, to the people who work at the track and at Borgo Panigale, as well as to our partners who support and share the value of this project. A special thanks to Pecco, who this weekend was back fighting for the positions he deserves to be in. His riding and human skills are a staple for everyone. Let's enjoy this moment and this streak of positive results, without forgetting to think about the future and the constant search for speed and performance."

**Luca Rossi (President of Intelligent Devices Group, Lenovo)**

"Congratulations to World Champion Marc Márquez and the entire team on this outstanding victory, crowning an unforgettable season. Moments like this are why we partnered with Ducati Corse. They show how passion, innovation and performance can inspire millions around the world. At Lenovo, we believe technology is at its best when it helps people and teams achieve extraordinary things, and this MotoGP season has been a perfect example of that. We're proud to be a part of the Ducati Lenovo Team as champions, and we're even more excited about what we can achieve together in the future."



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## NEW PANIGALE V4 R: THE MAXIMUM EXPRESSION OF DUCATI RACING TECHNOLOGY



- The Panigale V4 R is equipped with the latest evolution of the 998 cc Desmosedici Stradale R engine, Euro 5+ approved and with a maximum power output of 218 hp (208.4 in US spec)
- Designed for Superbike racing, the R's engine has been developed according to Ducati Corse's specifications and boasts more torque at mid-range revs and greater top-end speed
- The new Panigale V4 R introduces MotoGP Corner Sidepods and the Ducati Racing Gearbox, with neutral below first gear, for the first time on a production motorcycle
- By adopting the non-homologated racing exhaust, the new Panigale V4 R is capable of a top speed exceeding 330 km/h, a value previously reserved for MotoGP bikes

*Borgo Panigale (Bologna, Italy), 23 September 2025*

With a new episode of Ducati World Première 2026, the Borgo Panigale manufacturer presents the new Panigale V4 R ([here is the direct link to the video](#)), a model based on the seventh generation Ducati sports bike. The new Panigale V4 R embodies all of Ducati's successes in MotoGP and Superbike. It was developed to compete in the World Superbike Championship and, at the same time, to offer Ducati enthusiasts the best sports bike, introducing unique features derived from the world of racing, never before seen on a homologated motorcycle.

The new Panigale V4 R is the latest descendant of a saga which has its origins in the legendary 996R of 2001. These motorcycles have always been the

starting point for the Superbikes that compete in the World Championship, and for this reason they are the most noble of Ducati's sports bikes. The Panigale V4 R is produced in a numbered series, with the model name and serial number proudly displayed on the steering plate.

Thanks to constant and close collaboration with Ducati Corse, the Panigale V4R introduces for the first time on a homologated motorcycle solutions born in competition, such as Corner Sidepods, which Ducati brought to MotoGP for the first time in 2021, and the Ducati Racing Gearbox (DRG) with Ducati Neutral Lock (DNL).

The heart of the Panigale V4 R, the 998 cc Desmosedici Stradale R engine, was designed to compete in the Superbike World Championship and has been developed in this latest version in line with Ducati Corse's MotoGP philosophy. It offers more sustained torque and power curves across the entire range of use and superior acceleration. The power curve confirms the maximum value of 218 hp (208.4 in US trim) but is more sustained with an average gain of 4 hp (2.6 in US spec) from 4,000 rpm up to maximum power, regaining the advantage over the previous model of the same value in top speed, at 16,000 rpm.

The torque curve, on the other hand, is positioned higher than the previous model, with a gain of 7% (7.3 in US spec) at 6,000 rpm and 3% (2.4 in US spec) in the maximum value of 114.5 Nm at 12,000 rpm. These values are the result of the great work done by Ducati engineers to homologate the new Panigale V4 R Euro5+, without sacrificing the pursuit of the best performance on the track. The Panigale V4 R is capable of a top speed of 318.4 km/h, which increases to 330.6 km/h in racing exhaust configuration. Until yesterday, this speed was the exclusive prerogative of MotoGP.

The new Panigale V4R inherits the Front Frame and "Hollow Symmetrical Swingarm" from the seventh

generation of Ducati sports bikes, developed in collaboration with Ducati Corse according to specific stiffness values necessary to maximise the performance of the current slick tyres used in the World Superbike Championship.

### Aerodynamics

The new Panigale V4 R is equipped, for the first time ever on a production motorcycle, with Corner Sidepods, a solution introduced by Ducati in 2021 in MotoGP. An innovative aerodynamic content for two wheels as well as wings, introduced in MotoGP back in 2010 by the Borgo Panigale manufacturer. Designed to work at high lean angles, Corner Sidepods generate a 'ground effect', ensuring a higher level of grip for the tyres and thus allowing higher speeds and therefore lower lap times. When riding, especially at high speeds, the rider clearly feels that the bike, as soon as it reaches the centre of the corner, has already naturally moved to the inside, keeping tighter lines. This means that the acceleration phase when exiting the corner takes place along a tighter radius.

The fairing design introduced with the Panigale V4 2025 on the V4 R features new, larger wings capable of generating greater downforce. The load increases by 25%, which translates into an increase in downforce of





4.8 kg at 270 km/h and 6 kg at 300 km/h, with significant benefits in terms of stability during acceleration and precision at high speeds.

To achieve the best performance in racing, the Panigale V4 R is equipped with a dynamic front air intake, developed with Ducati Corse, which increases the amount of air drawn into the engine. This increases the intake air pressure and, consequently, the power (+1.3 hp) at maximum speed, greatly benefiting performance on straights.

The combination of the seat/tank and footpegs, positioned 10 mm further inwards than on the previous V4 R, provides even better support for the rider in racing use. This ergonomic configuration, inherited from the seventh-generation Ducati sportbike, makes it easier to assume an aerodynamic position, push on the footpegs, and improves control when braking and in the middle of corners, when the rider leans inwards. This makes it easier and less tiring to get the most out of the Panigale V4 R's performance, both on a single lap and in a prolonged session.

### **MotoGP-derived Engine**

The heart of the Panigale V4 R is the 998 cm<sup>3</sup> Desmosedici Stradale R engine designed to compete in the World Superbike Championship. An engine derived from the Ducati MotoGP, capable of reaching a maximum speed of 16,500 rpm in sixth gear (16,000 in the other gears) and delivering a maximum power output of 218 hp at 15,500 rpm (in Euro-5+ configuration, 208.4 in US trim), absolute benchmark values in the category for engines of the same displacement.

To create the best possible technical base for the World Superbike Championship, the new Desmosedici Stradale R is equipped with new pistons that are even lighter (-5.1%) and a new crankshaft with increased inertia. This solution, which follows Ducati's development strategy in MotoGP, makes the engine response more progressive, effectively representing a production, homologated version of the Desmosedici used by Marc Marquez and Pecco Bagnaia.

Despite the limitations imposed by the exhaust system, which complies with the stringent Euro-5+ homologation, the new Desmosedici Stradale R maintains the maximum power of its predecessor while offering a more sustained torque curve at medium revs. The full potential of this engine is expressed on the track by fitting the racing exhaust, which allows it to reach 235 hp, rising to 239 hp with the use of Ducati Corse Performance Oil.

To achieve this performance in compliance with the stringent Euro5+ regulations, Ducati engineers have completely redesigned the intake side and consequently defined exhaust cams with a different profile that optimise combustion. The sub-throttle

injectors have been repositioned, increasing combustion efficiency at low revs and duct permeability (+1.5%) in the higher power range. The high-permeability polyester air filter reduces pressure loss compared to a traditional filter, contributing to maximum power delivery.

### **Racing Gearbox**

The new Panigale V4 R is equipped with a racing-style gearbox layout. The Ducati Racing Gearbox (DRG) positions neutral under the first gear, rather than between first and second, exactly like it happens on MotoGP and factory Superbikes. Thanks to the Ducati Neutral Lock (DNL) system, this solution eliminates the possibility of accidentally engaging neutral gear and finding yourself without engine braking in the final and most delicate phase of braking, when entering corners in first gear.

Furthermore, the absence of neutral between first and second gear makes shifting between these two gears faster, smoother and more repeatable than with a traditional gearbox configuration. The Ducati Neutral Lock system, patented by Ducati, can be disengaged by operating the lever on the right handlebar. To engage neutral, the rider must therefore perform the same manoeuvres as the official riders in MotoGP and Superbike.

### **Frame and swingarm**

The new Panigale V4 R is based on the chassis concepts of the Panigale V4 2025, namely the Front Frame, which has been redesigned to reduce lateral stiffness (-40%), and above all the Hollow Symmetrical Swingarm. These two solutions were strongly desired by Ducati Corse in order to maximise the grip of the current slick tyres and transfer the engine's maximum performance to the ground. The new frame and swingarm allow the bike to close trajectories better, also improving traction when exiting corners and the rider's feeling during acceleration.

The Panigale V4 R is equipped with a pressurised Öhlins NPX25/30 fork with 43 mm stanchions and a mechanical Öhlins TTX36 shock absorber, with specific settings for the new generation. In addition, the V4 R features the new Öhlins SD20 steering damper, a first on a production motorcycle, which provides better damping and a wider range of adjustments.

Being a bike designed for racing, the V4 R offers extensive possibilities for adjusting the set-up to suit the characteristics of different circuits and the rider's riding style. The swingarm pivot height is adjustable to 4 positions in 2 mm steps. As on the Superbike version, the rear height is adjustable via the suspension tie rod over a wider range (32.4 mm compared to 13 mm of wheel travel) than on the previous V4 R. Finally, the rear shock absorber is designed for the installation of a linear suspension travel sensor.

The data transmitted by the sensors is integrated with other signals relating to the motorcycle's operation and is collected via the Ducati Data Logger (DDL), Ducati's new professional data acquisition system that reduces motorcycle set-up times, also available as a Ducati Performance accessory.

The new Panigale V4 R is equipped with forged aluminium alloy wheels with 5 tangential spokes, fitted with Pirelli Diablo Supercorsa SP v4 tyres in sizes 120/70 ZR 17 for the front and 200/60 ZR 17 for the rear. For track use, the same Pirelli slick tyres used in the Superbike World Championship can be fitted without the need for any modifications to the vehicle, in sizes 125/70 at the front and 200/65 at the rear. High-performance compounds are available for these tyres, such as the SC0, the super-soft SCX and the SCQ, reserved for qualifying laps.

As for the brakes, the front brake calipers are the new Brembo Hypure, which work in conjunction with 330 mm discs. The system guarantees excellent braking power and greater efficiency in dispersing heat, offering more consistent performance and, therefore, greater effectiveness and safety for the rider in pushing their limits.

### Electronics

The electronics package of the new Panigale V4 R has evolved significantly compared to the previous model, thanks to the Ducati Vehicle Observer (DVO) algorithm, developed directly by Ducati Corse, and the application of Cornering ABS with combined braking, which debuted on the Panigale V4.

Compared to the Panigale V4, the V4 R electronics implementation differs in terms of new performance-oriented combined braking strategies, called Race Brake Control, and the application of DVO extended to engine braking control. The Race Brake Control logic is the result of internal development at Ducati and allows the riding techniques of professional riders to be emulated with results even superior to those achieved by the Panigale V4.

Specifically, Race Brake Control allows for much greater use of the rear brake than on the Panigale V4, thanks to an even more precise calculation method that allows greater pressure to be applied at different roll angles. This allows the rider to move the braking point further forward, as the system allows for greater deceleration in the final phase of the braking distance up to the rear wheel lock-up limit, as MotoGP and Superbike riders do. The new engine brake control system also contributes to this, which, thanks to the use of DVO, allows for more accurate management of the forces applied to the tyre, making the engine's braking action even more progressive and predictable.

The new electronic package is managed through the 6.9" dashboard already introduced with the Panigale V4, which offers two display modes, Track and Road, and an interface based on graphic views with information on performance and vehicle status. The version fitted on the Panigale V4 R has a view developed specifically for track use, called Grip Meter, which supports the rider in the pursuit of maximum performance by graphically displaying the estimated grip available at that moment.

### Accessories

To further enhance the effectiveness of this bike on the track, Ducati Performance offers a wide range of accessories to complete and enhance your Panigale V4 R. The Ducati DAVC Race Pro software, available as a Ducati Performance accessory, was developed in collaboration with Ducati Corse engineers to optimize engine calibrations and control strategies, thus achieving maximum performance in track configuration and with slick or rain tyres.

Ducati Performance accessories also include the Ducati Data Logger, carbon fibre rims (-0.950 grams compared to the already lightweight forged rims) that improve all aspects of dynamics, PRO and PRO+ front brake packages, racing fairings, footpegs and everything else needed to make the new Panigale V4 R even more effective on the track.

A complete overview of accessories is available in the [dedicated section](#) of the Ducati.com website. Using the [configurator](#), you can customize your Panigale V4 R and share the configuration with your trusted dealer.

### Availability

The Ducati Panigale V4 R will arrive in European dealerships in November 2025. Distribution in other countries, starting with the United States, will begin the following month.

The [dynamic](#) and [beauty](#) videos of the new Panigale V4 R are available on [Ducati YouTube channel](#). The press kit with all product info and the pictures of the bike is available, upon registration, on [Ducati Media House](#).





## Panigale V4 R

Colour – Ducati Red

### MAIN STANDARD FEATURES

- Desmosedici Stradale R engine, 998 cc
- Maximum power of 218 hp at 15,750 tpm (US VERSION: 208.4 @ 13,250 rpm) (235 hp at 15,750 rpm with racing exhaust accessory, 238.5 hp with racing exhaust and Ducati Corse oil)
- Forged steel crankshaft with increased inertia
- New, more efficient front dynamic air intake
- Lighter (-5.1%) cast aluminium pistons with DLC coating on one segment of the skirt plus oil scraper ring
- Ducati Racing Gearbox (DRG) with Ducati Neutral Lock (DNL)
- Gun-drilled titanium connecting rods with controlled shot peening
- Titanium intake valves
- Oval throttle bodies with an equivalent diameter of 56 mm, sub-throttle injector and reversed-opening throttle valves
- Dedicated variable-length intake trumpets shortened by 10 mm vs. MY 2024
- Cylinder heads with optimized intake ducts
- Sprintfilter P08 high-permeability air filter
- Kerb weight without fuel: 186.5 kg
- Front Frame
- 17-litre aluminium fuel tank
- Manually adjustable Öhlins NPX 25-30 pressurized fork with 125 mm travel
- Manually adjustable Öhlins TTX36 shock absorber with 316 mm wheelbase
- Manually adjustable Öhlins steering damper
- Forged aluminium wheels
- Lithium battery
- Braking system with Brembo Hypure™ monobloc calipers
- Pirelli Diablo Supercorsa V4 tyres with 200/60 rear
- MotoGP-derived corner sidepods
- Larger biplane wings (+20 mm vs. Panigale V4 S, +25% downforce at 270 km/h)
- Ducati Vehicle Observer Strategy
- Latest-generation electronics package with 6-axis Inertial Measurement Unit (6D IMU): ABS Cornering with combined braking and Race Brake Control; Ducati Traction Control (DTC) DVO; Ducati Slide Control (DSC); Ducati Wheelie Control (DWC) DVO; Ducati Power Launch (DPL) DVO; Ducati Quick Shift (DQS) 2.0; Engine Brake Control (EBC) Buttons for quick level changes
- New 6.9" full-TFT dashboard with 8:3 aspect ratio
- Riding Modes (Race A, Race B, Sport, Road, Wet)
- Full-LED headlights with DRLs and turn indicators integrated into the headlight\* Single-seater configuration

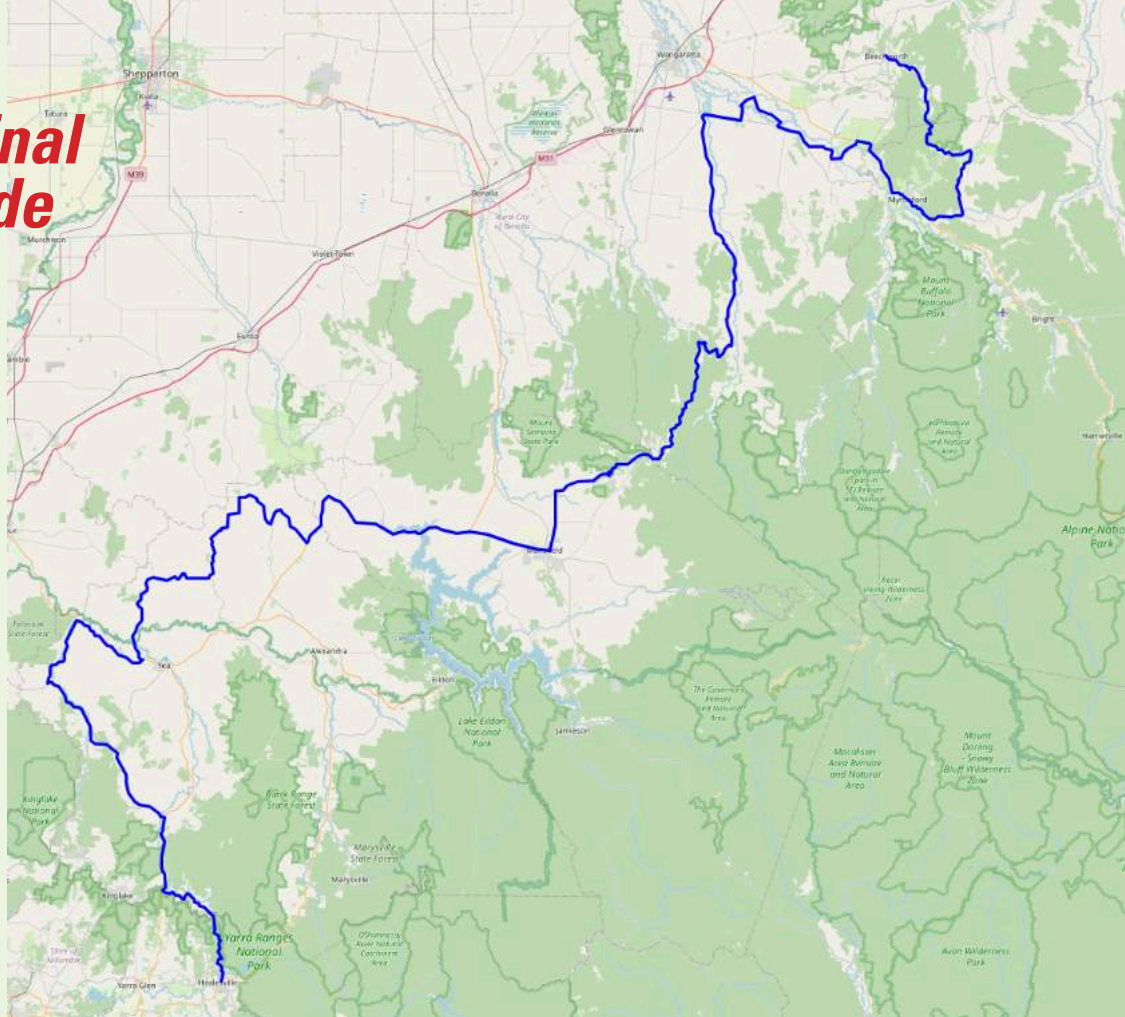


# AFL Grand Final Weekend Ride

## Day 1

The planned departure point for our trip to Beechworth was of course, the Beechworth Bakery in Healesville. With stands up set for 9am, people started arriving not long after 8 for a coffee and chin-wag before jumping on our bikes to head off. The weather forecast had been slowly improving all week and by Friday there was little threat of any real rain with the weather only set to improve the further away from Melbourne we got. We didn't get away on time due to unforeseen roadworks (hard to believe given the state of our roads, I know) causing mayhem and a much longer commute for quite a few members.

When we did finally head off it was straight into it with around 14 of us heading off up Myers Creek Rd on our way to Strath Creek for a short break with Chris up front and Neil doing TEC duty. From there we turned off before Yea to run through Ghin Ghin, Merton and across the top of Lake Eildon through to Mansfield. From there we had a fantastic run in to Whitfield for a well-earned lunch. After lunch it was up through



Milawa, across to Myrtleford and before you could blink were found ourselves in Beechworth.

The day was a great mix of roads. Twisties you could really get stuck into and more gentle sections where you could appreciate the surrounding sights. There's been enough rain for this time of the year that the farms and bush are lush and green. Everything looked absolutely magnificent. When you spend a large part of your life in the concrete jungle it was very refreshing to be out and about in the green!







Post ride beers were duly acquired and we sat outside the Hibernian while pondering dinner. Fortunately Chris was right on top of things and had us booked into Hotel Nicholas for dinner which was a good thing. By the time we wandered up the street for dinner, while it was providing some entertainment, things at the Hibernian were getting a little feral. Hotel Nicholas proved a great way to round out the day with good food and company.

The whole day ran like a well-oiled machine. Corner markers all did their job, no-one got lost, no-one had a puncture and there was not a single U-turn to be seen. This held true for the whole weekend. With both old and new roads for me I was really looking forward to day 2.





# AFL Grand Final Weekend Ride

## Day 2 – What happened on Saturday

By Neil Larson

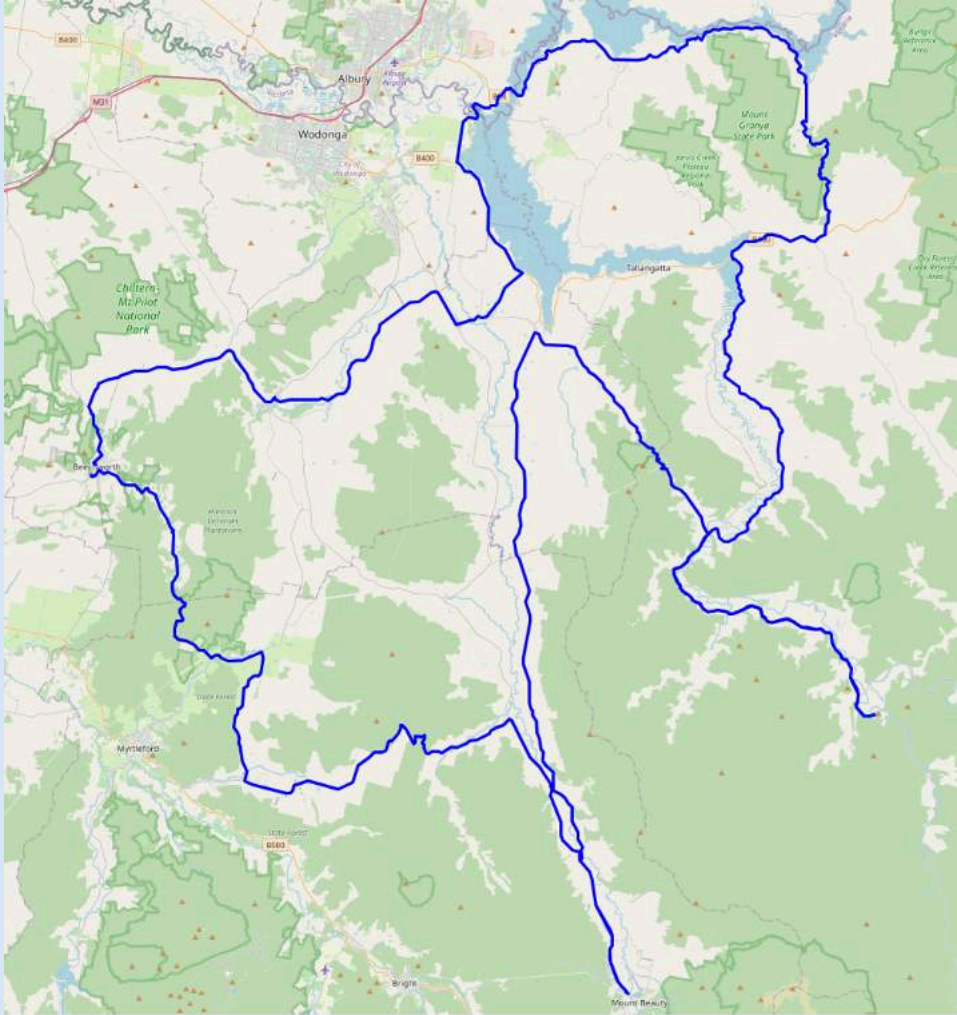
One of the things I like most about overnight rides is the relaxed atmosphere. I find it takes me a day to get the everyday stresses out of my brain, so the second day is usually the best day out. The last day is fun, but by then it's time to go home – sad emoji ; )

Saturday was the second day of the ride, and the morning started cool and bright in Beechworth – it was 2 degrees at 7am, but 12 degrees by the time we had refueled, and Chris gave the Captain's briefing. We had a group of 14 – a perfect size for a day out on the bikes. TEC was the ever-reliable Duncan Richardson on his 750 Supersport, with Chris leading on his sparkly new XDiavel V4.

We travelled through picturesque Stanley (great food at the pub according to George), down the twisty Stanley mountain road, left to Muddegonga, then right onto Carrols Lane. This road was one of the surprises of the trip, a fast and bendy open road with views across the Kiewa Valley. A great way to start the day! Then the very pleasantly winding road up and over the Kancoona gap to Running Creek (always a highlight), and a relaxed transit section to Tawonga South for coffee.

Mt Beauty was buzzing, but we found a table in the sun, and Chris had allowed plenty of time for me to devour a coffee and almond croissant. By mid morning it was warming up, so we all ditched a few layers before heading back toward Beechworth. Chris's routes are never predictable - we turned off the highway, across Briggs Bridge and onto the Mullagong Road. Love the place names around here!

This road is a fun alternative to the Kiewa Valley Highway, winding along the banks of the crystal clear Kiewa River. Some lovely camping spots along there too.







Through Gundowring, right before the Red Bluff Church, and onto the Locharts Gap Road. If you like fast flowing seepers over gently undulating foothills, this is a road for you! It's not an obvious choice, but it is definitely worth working into an itinerary. Chris topped it off by turning left into the Yabba Road - now much smoother following some much needed roadworks. The Yabba road has it's lovers and detractors – it's challenging and picturesque at the

same time, with a few off-camber corners. I was following Graham on his Diavel, who was chilling out in the afternoon sunshine, and for once I thoroughly enjoyed it. From there it was right to the Granya Gap turnoff.

The Granya Gap road is beloved by club members. At only 14 km it's not long, but for some reason it's one of the sweetest riding roads in Victoria. The little village







# AFL Grand Final Weekend Ride

## Day 3

Time to head for home. As is often the case on multi-day rides we'd already shrunk in numbers by the time we departed Beechworth just on 9am with other commitments needing to be met. Geoff was doing TEC duties today. You never really know what traffic is going to be like at the end of a long weekend, so we were all keen to get away to try and avoid the worst of it. At Moyhu we farewelled George and John T then wound our way into Violet Town for a quick fuel stop. The police were set up just off the Hume offramp pulling up traffic from both directions for breath tests. With a quick chat from Chris they were happy to just wave us through and keep pulling over cars instead.

We continued wandering through backroads into Strathbogrie for an early lunch and ended up running the Maroondah Hwy into Yea. There were a few traffic

of Granya has the perfect rest stop at the public hall, now made complete by a new amenities block.

We followed Chis north for a circuit around Lake Hume, over the Bethanga Bridge and briefly into NSW, then over the Heywood Bridge and back into Vic. Past the Bonegilla Experience, through Kiewa and to Yackandandah for fuel for Will. I'm not sure I've seen anyone mark so many corners as Will on his 959! He was poetry in motion as he glided through the bends.

Chris is never one to ride a predictable route, so my GPS continued to display "Rerouting" even on the short ride from Yack to Beechworth. We turned down a surprisingly windy road past Beechworth Berries, and then onto the twisty Chiltern Road into town. Made it back to the motel in time to turn on the TV to catch the Brisbane goal surge and the deflating last quarter. Most of us elected to ignore the TV to have a refreshing drink outside the rooms in the late afternoon sun.

Dinner that evening was at Tanswells Hotel. It's usually the best hotel in Beechworth and it didn't disappoint. Chris had booked a room upstairs, and it was palatial! A balcony to enjoy the sunset, and then an open fire as it cooled down. The food was as expected – top quality pub fare, but with some flair. A few glasses of local red topped off the evening.

Overall, it was a terrific day out on the bikes! 400 km done at a leisurely pace, some new roads, some favourite old roads, good coffee and great company. Huge thanks to Chris for the very enjoyable roads and the perfect organisation, and to the ever patience Duncan as TEC.

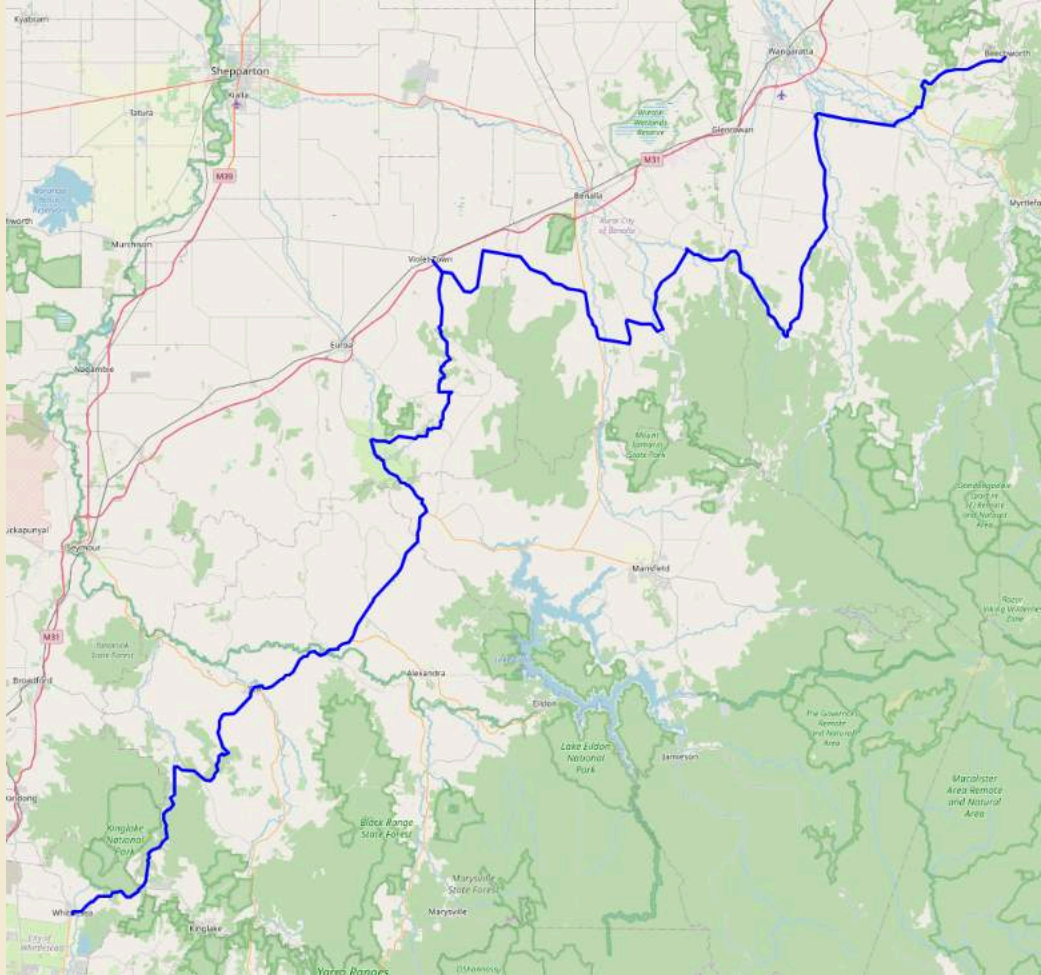
The next overnight ride can't come soon enough!





jams, most notably at Yarck and Molesworth but we were able to negotiate those at a reasonably good rate and didn't get held up too much. From there it was down through Flowerdale into Whittlesea for a coffee and debrief to officially end the ride there.

All up 1279km for me door to door for what was a really great weekend. Rides like this don't just happen by magic. Thanks to Neil, Russell and Geoff for doing the TEC role each day, thank you to everyone on the ride for making it such a nice weekend, and the biggest thanks go to Chris for organising the whole event. A lot of effort goes into putting any ride event together, and multi-day events require careful planning and a lot of time. It's not just coming up with a good route, you need to plan petrol and rest stops, where we're going to eat, accommodation and more. It's so easy for people like me to just turn up and ride and have a great time. That wouldn't be possible without the efforts of the club captain (and I know I'm not alone in saying this) and I am very grateful for the effort Chris puts in.





# Joe Rascal Melbourne Ducati

new model  
launch event

By: Louis Putter

There's always a thrill in heading into the city to wander through Melbourne Ducati, imagining the next prized addition to my stable. Joe Rascal has truly elevated the dealership - his curation of rare, limited-numbered editions is nothing short of impressive.



And stepping through the doors to be welcomed by the Panigale V4 Tricolore? It sets the tone perfectly for the experience that follows.



There's an impressive lineup of custom Panigale V4s to choose from, seeing these bikes and their bespoke fittings displayed together is nothing short of spectacular. It's the kind of showcase you'd typically only find gracing the pages of high-end motorcycle magazines.



As you explore the rest of the showroom floor, the upgrades to the 2025/2026 models are seriously impressive - they're bound to leave you in awe.





We featured the XDiavel V4 earlier this year in Desmoto, and the models currently showcased at Melbourne Ducati come with a range of custom additions - perfect for giving your next creation a distinctive flair.

The Hypermotard 950 RVE might just be Ducati's most thrilling and fun-loving creation to date. With this model, Ducati has brilliantly carved out a fresh niche - clearly designed to appeal to the bold and style-savvy crowd.

Check it out: <https://www.ducati.com/au/en/bikes/hypermotard/hypermotard-950>



I always found the DesertX a bit of an oddball - maybe just personal bias, as it never quite matched the Multi V4S for long-distance comfort, nor did it feel dramatically superior off-road compared to the Multi V4 Rally. But this new model? It's an absolute showstopper. The upgrades are phenomenal, and that fresh livery is seriously sharp.

The Scrambler hasn't been left out of the latest updates, and with its wide array of colour choices, it stands out as an ideal everyday ride for urban life.

The one bike missing from Ducati's stellar lineup was the 450MX - I'm itching to see it in action and size it up against my KTM450EXCF.





# Motorcyclist Awareness Month (MAM) and the Motorcycling Community Engagement Panel (MCEP)

By : Simon Bailey



Four years ago, a year after MCEP was established, we were looking for creative ways to change the attitude of drivers to riders. While it is clear from the statistics that a high proportion of Fatal and Serious Injuries (FSI) suffered by riders (about 45%) come as a result of their own errors, all of us who ride have been on the receiving end of cars and trucks being weaponised by their operators.

My personal belief was that a lot of people who don't ride, or don't know people who do, have been led to believe that we are somehow "undesirable" people. That may be down to the media's obsession with bikie gangs or the fact that any time a rider is caught doing something stupid, it is sensationalised. In any event, what that translates into is people feeling that we "get what we deserve" if we are injured, or worse. That, in turn, means that some drivers feel okay about treating us as less than equal as road users.

So, the challenge was to find a way to get a message to both drivers and riders – that we need to share the roads more safely. Drivers need to recognise the vulnerability of riders and act accordingly. So not getting frustrated and taking that frustration out on all road users, not driving distracted and recognising that we riders are all mothers and fathers, sisters and brothers and sons & daughters – just like they are. And just like them, we want to get home in one piece every time we venture out.

For riders, the message is a different one. We need to make sure we are visible and do everything possible not to place ourselves at risk. We need to wear sensible gear when we're riding and make sure our bikes – and tyres – are in good shape before we venture out. We need to recognise that not reading the traffic and not anticipating potential dangers, because we're distracted, can have terrible consequences.

So anyhow, October 2025 is our fourth MAM! We've made a lot of changes this year – all of them to improve the breadth and depth of awareness among both drivers and riders that we all share the road, and need to do so respectfully. The official launch of MAM this year is at Queensbridge Square in the City and

we'll be there, along with all of the participating members of MCEP – that's the TAC, Dept of Transport & Planning, VicPol and the rider representatives (6 of us, of which I'm one. DOCV's own Rachael is another).

We're going to be at the Blessing of the Bikes at Tooborac, at Biketoberfest in Leongatha, at the MotoGP and at various BBQs around the State. Our aim at these events is to talk with riders about MCEP and what we do and to talk to non-riders about whatever they want to talk about! Most importantly, we just want everyone to understand that we are just like them – just ordinary people going about our daily lives, pursuing our passion for riding.

On the MCEP front, we have a significant commitment from the TAC, DTP and VicPol, that allows us to have input to all of the Policy and quite a lot of the infrastructure decisions being made – from the perspective of riders. There is no other State in Australia that provides this type of opportunity to riders, so it's a great opportunity to do what we can to make our lives as riders better. If you've seen the "Crash Card" – that allows riders and their pillions to have their medical details inside their helmet, and for first responders to know where to look for it – that was an MCEP initiative 3 years ago.

We've had extensive input to the Road Safety Plan for Victoria as well as the similar plan for Melbourne City. We are also doing everything possible to extend the use of bus lanes by motorcycles and ensure that road treatments – and road maintenance – is bike-friendly. There's a lot to do, but it's great to have the opportunity to participate – and provide a rider's perspective on things.

So anyhow, it's a great initiative, and if you can get down to see us at one of the events or just generally spread the word, we'd love your support. There's a workplace kit available so that you can take it to your workplace and do a little educating on the uninitiated if you want to. But the main thing, really, is that all of us do whatever we can – as both drivers and riders – to make the roads a safer place for everyone!





## Wonthaggi Wander - 14 Sep 2025

By Louis Putter

The beloved annual Wonthaggi Wander, led by the ever-reliable Captain Chris, remains a standout event on the DOCV calendar - and this year's edition was no exception. The Butler's Pantry kicked things off with two dozen barista-crafted coffees as more than 20 riders rolled in, ready for the day ahead.

Captain Chris wasted no time rallying the group, laying out the ride plan and reiterating club protocols. One of the things I truly appreciate about DOCV rides is the precision and professionalism of the ride leaders. The mix of bikes and rider experience levels always makes

for a dynamic and inclusive group. Phill was flawless in his role as Tail End Charlie, ensuring no one was left behind.

There's something special about seeing a pristine 20-year-old ST3 parked beside a gleaming new Panigale V4S - proof that passion spans generations.

Once underway, the ride settled into a relaxed rhythm, with a perfectly timed regroup and refreshment stop at Jindivick Public Hall. Victoria's countryside is simply breathtaking, and there's no better way to soak it all in than from the saddle of your Italian masterpiece.





While waiting for the group to reconvene, I had a chat with Phil, our TEC, who was putting his Limited Edition AMG Diavel through its paces. What a stunning machine! I'd never seen one in person before. It's always a thrill to witness rare bikes being ridden as intended - kudos to Phil for doing just that. Word is there are only 23 of these on Australian roads.

From that point on, the day just kept delivering. Rolling hills, winding roads, and the charm of Victoria's rural

landscapes - it's nourishment for the soul. If you're ever in the area, make sure to plug this into your GPS: Loch-Wonthaggi Lookout (GPS: -38.450789, 145.655692)

It's a must-visit spot with panoramic views and endless skies.

Of course, the lineup of bikes on this ride was nothing short of spectacular.

The Wonthaggi Hotel, a long-time friend of the club, once again welcomed us with open arms. Delicious





food, warm hospitality, and a top-notch venue - what more could you ask for?

After a quick fuel stop, the group reformed. Steve recently picked up a stunning yellow 2005 ST3, and it looked showroom fresh. I rode behind it for a few stretches and was amazed at how well it performed. They say anyone can buy a new bike, but keeping an older one in mint condition takes real dedication. Hats off to Steve.

Smiles all around as we began the journey back, wrapping up another memorable ride thanks to Captain Chris. Stellar job, mate - I'm already looking forward to the next one.

True to Melbourne's unpredictable nature, the wind picked up on the return leg. I was grateful to be on my Multi V4S, which handled the gusts with ease and kept me shielded from the worst of it. A final regroup at Poowong preceded our split at Pakenham, where we each headed off in our own direction.







buyer will no doubt have a preference for make/ model. Currently Pirelli Road 5. Rego to 10 July next year. I could go on and on with detail but I (and a number of other riders) think she is one of the nicer ST4s examples around. For a more objective view you could ring Geoff Salmon who knows a bit about STs and who has known the bike well for years.

I am looking for about \$8500 given the extras and pampered history. I would love her to stay in the DOCV if possible so will only put her on BikeSales if there is no member interest in the next few weeks. Oliver 0411461146

### ST4s for sale



Ongoing knee problems have led me to the reluctant decision that my Beloved ST4s must go to a new home.

She is a 2003 model with 67K on the clock and the Ohlins and lightweight rims, CF etc. that grace them. She is 2 years away from her Club plates and has been serviced by Brad Black for many years so her 996 motor is in fine fettle. There are many extras including Oxford heated grips, LED rear lights/indicators, Scott chain oiler, a Sargeant seat, Rizoma clutch gear and quite a bit of unobtainable stuff like DD headlights etc.

Front shocks were completely redone about 10K ago and recently new rotors were installed with sintered pads. I have full service documentation. The bike will come with quite a

lot of spares including the original seat, headlight etc. as well as a Ventura rack and touring bag. Added wiring includes auxiliary fan switch, trickle charger and jumpstart facilities without removing the fairing. The tyres are legal but I have decided to not refresh them before sale as the



### PANNIERS FOR SALE: off a

2018 Multi (bike written off).

Price \$700.

Contact Pino

0431718555





**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

**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](mailto: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

Several rides are being planned for the coming months. Keep an eye out for new rides in October and November, 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!

Just a friendly heads-up: MotoGP is rolling into Phillip Island from 17–19 October, and plenty of riders will be making their way there. To help keep traffic flowing smoothly, please plan your trip in advance and avoid unnecessary fuel stops along the main roads leading to the Island.

### Platters Cafe, 67 Main Hurstbridge Rd, Diamond Creek

**19 OCT 2025 - 9:30 AM**

President Neil is organising and leading this ride - stay tuned to docv.org and our Facebook page for updates and details.

### Club Meeting

**OCTOBER GENERAL MEETING – TUESDAY  
21 OCTOBER AT THE MANNINGHAM**

Join us for an evening of Ducati camaraderie and conversation! The social side kicks off from 6:30 pm, with formal proceedings beginning at 8:00 pm sharp.

We're thrilled to welcome guest speaker Liam Pamieta, the newly appointed Dealer Principal at Ducati Melbourne. Liam will share insights into the dealership's direction and all things Ducati Melbourne.

To help us manage numbers, please register your attendance. Looking forward to seeing you there!

### Platters Cafe, 1/67 Main Hurstbridge Rd, Diamond Creek

**29 OCT 2025 - 9:30 AM**

**Don't miss out – Geoff's back with another epic midweek ride!**

We depart Diamond Creek at 9:30 and head for Redesdale via the pretty granite boulder country around Pyalong and Tooborac. A morning break is planned at Broadford on the way.

Lunch is at Redesdale Hotel - arriving soon after 12:15 for anyone who wishes to join for it. The return is via Bourke and Wills Track, Lancefield Shell for fuel (230 km) and then Darraweit Road for a finish at Maccas Whittlesea circa 3:15.

Total distance is 285 km and all is bitumen. Top-up opportunities are available before Lancefield but do start with a full tank! The planned route is included in the confirmation email.





## 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.





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