

DESMOTO

eNewsletter



NOVEMBER 2025



NEXT SOCIAL MEETING
Tuesday 18th November at The Mannigham
Please register on the club website www.docv.org

Ducati Owners Club of Victoria Inc.

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

DOCV Committee Members and Office Bearers

President / Merchandise	Vice President / Membership	Secretary	Treasurer	Club Captain	Desmoto Editor	Spares / Club Permits
						
Neil Larson	Tom Hinton	Geraint Gardner	Mark 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

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

Library: **Garry Elphinstone** librarian@docv.org

Life Members: Garry Elphinstone, Ric Begg (dec), Peter Shearman, Gerard Porter, Gary Parnaby,
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

Front cover: Neil's DesertX – The Flinders Ranges Ride

president's report

Neil Larson



Hi everyone,

Riding season is here! I hope I'm not jinxing it, but the days are finally longer and warmer, and I'm getting jittery just looking at the bike. Captain Chris has a bunch of awesome rides scheduled so keep an eye on the Events page first what's coming up.

This being a newsletter edition of Desmoto, I'll keep my report short(ish).

I do need to mention that we now have a 50th Anniversary planning committee (thanks Kathie, Moira, Duncan, Garry and Fab!) and our first priority is to find a venue for our planned gala dinner. We need your help!

We need a venue suitable for 80 - 100, inner suburbs or CBD location (to have a range of accommodation options) and accessible parking. We're looking at around \$100 for a 2-course meal plus cutting of our custom baked cake, and a pay as you go bar. Somewhere that it's possible to easily chat, and that has a quieter outdoor area would be preferred. We're looking at a Saturday night in May.

Please send your suggestions to me at pres@docv.org!

Other 50th Anniversary events will be a ride/drive to a winery for lunch, including red plate bikes, a 50th bbq on the Yarra, and more. We're open to suggestions for events - hit me up with your great ideas!

Mentioning Red Plate bikes has reminded me that my 748 is 25 this year, so it's in the very capable hands of Sandy Elul for a super service and RWC. I must admit that it's been a bit neglected (Sandy might have stronger words!). 125,000 plus km on road and track, and in all sorts of conditions has taken its toll.

After that's done the panels will be going to paint expert PV for a complete respray, including a new 916 style decal set to replace the too modern stock silver decals.

So I'll be a genuine red plater soon - looking forward to joining the community!

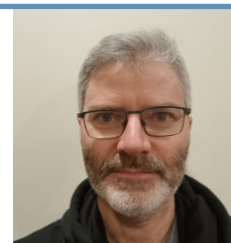
See you on a ride or at a meeting soon!

Ciao,

Neil.

treasurer's report

Mark Dulfer



Monthly Financials for October 2025

	45,931.00	45,901.00
Income		
Desmoto		
Events	1,940.00	680.00
Memberships	310.43	239.17
Merchandise		
Other		
	2,250.43	919.17
Expenses		
Cost of Sales		
Desmoto	738.00	216.00
Events	90.00	2,783.00
Membership		
Other	264.92	293.27
Total Expenses	1,092.92	3,292.27
Operating Profit/(Loss)	1,157.51	(2,373.10)
Cheque Account	14,331.84	12,544.54
Paypal	2,267.88	2,713.01
Debit Card	2,296.72	2,341.72
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	86,116.60	84,819.43

Club Meeting

There was plenty of buzz at this month's club meeting as members gathered to hear about the latest developments at Ducati Melbourne. We were fortunate to have Liam Pamieta join us as guest speaker, delivering an insightful and passionate presentation.

Liam is the newly appointed Dealer Principal at Ducati Melbourne - now operating under the Joe Rascal Ducati



banner. With a long-standing career in the automotive industry, Liam's move from four wheels to two marks an exciting new chapter. As a rider himself, he brings a deep understanding of what fuels our passion and is committed to creating a customer experience that truly resonates with the Ducati community.

The dealership is well worth a visit, showcasing an updated lineup of awe-inspiring machines that reflect Ducati's relentless pursuit of excellence. It was a pleasure to meet Liam in person, and we warmly welcome him to the ever-growing Ducati family.

New Members

Two new members, **Aaron Smith** and **Frank Rizzo** joined the DOCV over the past month. We are very excited to formally welcome you on one of the club rides and the monthly club meeting. Keep an eye out for new rides in the coming months, head to Events -> Rides -> Upcoming Rides on docv.org and register in time as numbers may be restricted for some rides.

The club often host rides specifically for new members. There is no better way to meet other club members and to share your passion and to show off your Italian Masterpiece.

We encourage new members to email/submit a short bio and photo which we can publish in Desmoto to introduce you to the DOCV family. You are welcome to email editor@docv.org



FRANK RIZZO

Frank shared his passion for Ducati – welcome to the DOCV family.

Occupation? Builder

What suburb do you live in? IVANHOE

What made you join the club? Meet Ducati Riders

What bike(s) do you have? 2002 998s

What is your dream bike? 998R

What type of club events are you most interested in? Weekend rides, Midweek rides, Social events like lunch meets and BBQs

What's your favourite Ducati colour? Red

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

What was your first bike? Ducati Sports Classic

Midweek Ride to Redesdale

Wednesday 29 October saw Geoff lead another cracking midweek ride, kicking off from Platters Café in Diamond Creek at 9:30 AM. With a crisp start and a fine forecast, riders brushed off the winter cobwebs and set off through the scenic granite boulder country around Pyalong and Tooborac, pausing for a well-earned morning break at Broadford.

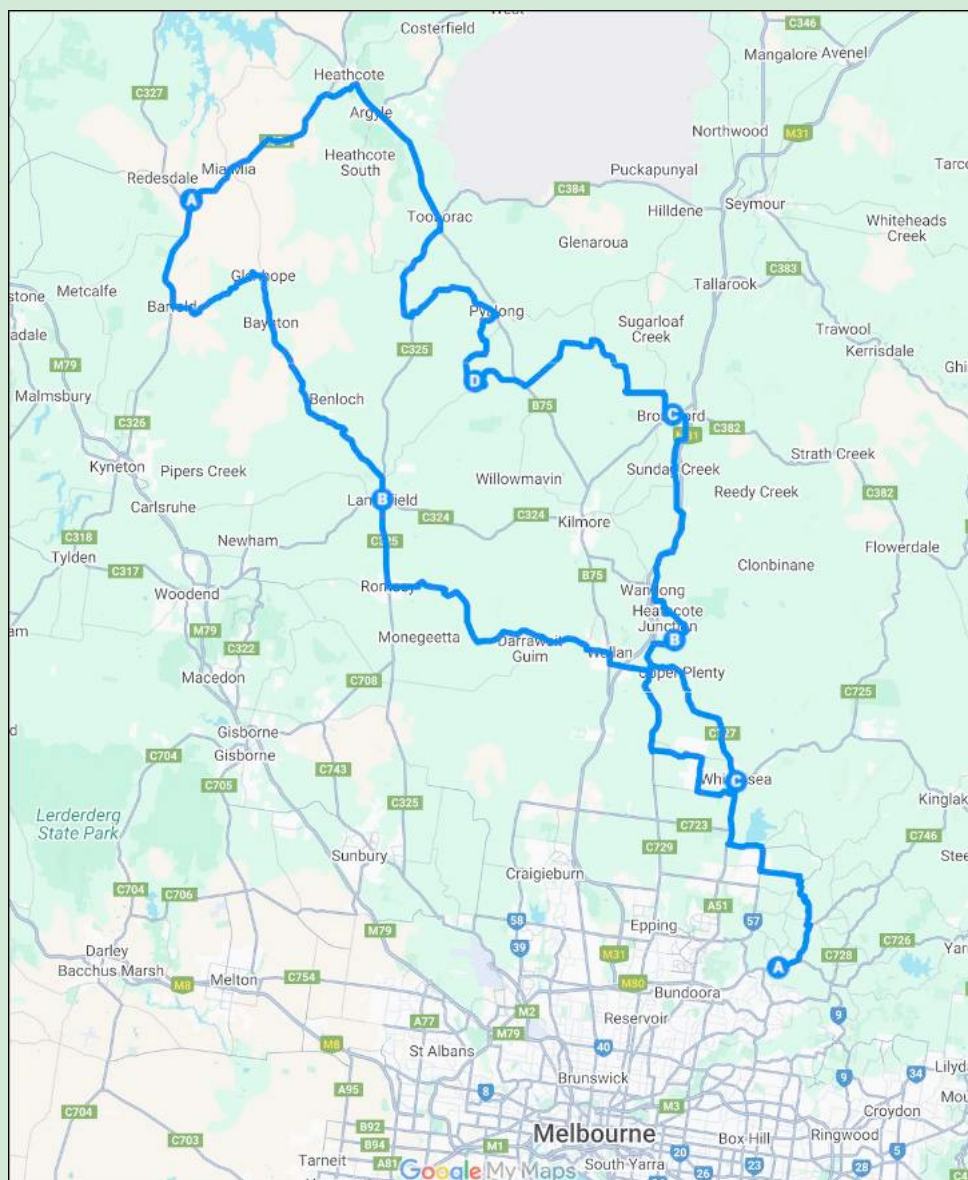
The route - entirely bitumen and stretching 285 km - was a blend of old favourites and fresh finds. Lunch was slated for the Redesdale Hotel, with some joining in just for the midday catch-up. While the meal itself drew mixed reviews, the roads and countryside more than made up for it. As Oliver put it, "More granite than facades on Spring Street... 360 km of gold club experience."

Oliver also debuted his new 'last bike' - a Ducati 1260 Pikes Peak Multistrada - on its first big outing. "Loved it," he said, "despite not leaning it at all or going over 80Kph."

Geoff, meanwhile, admitted the ride left him feeling "somewhat rooted," noting the switch back to a pseudo sports bike was more taxing than expected.

Mark had a minor hiccup with dodgy fuel from Ekh, but still called it a "splendid day out." And Duncan, who happened to be lunching at the Tooborac pub, caught the group cruising past with a cheerful "Saw you guys going by! 🏍️🏍️"

The return leg via Bourke and Wills Track, Lancefield, and Darraweit Road wrapped up at Whittlesea Maccas around 3:15 PM. All in all, it was another memorable DOCV ride - great company, great roads, and a reminder of why midweek escapes are worth the effort.



Gear review request

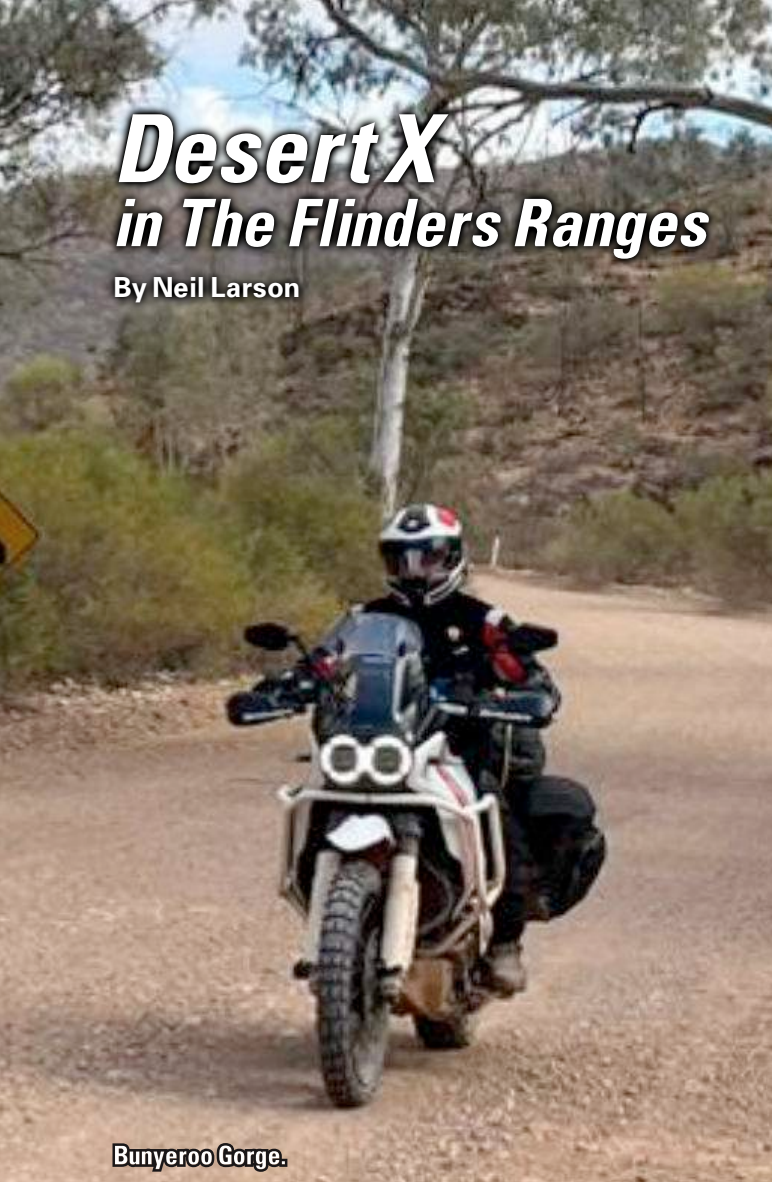
Bought a nice piece of gear lately? Happy with it? Like to tell members about it? Please do! Feel free to send us a quick 5 minute review:

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



DesertX in The Flinders Ranges

By Neil Larson



Bunyerroo Gorge.

I was fortunate to be invited to ride with a group of DOCV and non-DOCV people to the Flinders Ranges in early September. Ex Club Captain Geoff Salmon was organising the ride, and if you know Geoff you know that his rides will be meticulously researched and planned, and run like clockwork. And are also a lot of fun!

On the trip were a single DesertX, a few BMW GS's, a Triumph and two CFDMotos.

This is not a trip report but more an update on my initial impressions of the DesertX.

Highways

The Flinders Ranges is a good 1100 km / 3 days ride from Melbourne, and open roads are easy on the 937 cc twin. Geoff took as many back roads as possible, but we did have to sit on the highway at times, and this is where a larger adventure bike shines – the screen works reasonably well at highway speeds, there's plenty of grunt for sitting on the 110 km/hr speed limit in northern Vic, and overtaking is fast and risk free.

The Pirelli Scorpion Rally tyres work well on the road, and two textile panniers and a duffle bag over the pillion seat made little difference to the handling.



On the road to Arkaroola.

I bought Andy's Strapz pannier mounts (made in Melbourne, and made light enough to bend to absorb impacts) and have Rhinowalk cordura panniers. These appear to be a Kreiga copy, but seem to be well made and were waterproof after some heavy showers and a jet wash in Clare.

One problem (for me at least) is that I've found the seat very firm, and after a full day on the bike I'm thinking of options to improve it. So I fitted an AirHawk seat pad (an air filled seat cushion) which mostly worked, although it did raise the seat height which had been set perfectly by Race Centre when they setup my suspension.

Although it's reasonably good for negating windblast, here is some noise from the screen over 80 km/hr, and after some internet research I fitted a set of Double-Take mirrors. These are definitely quieter than the stock mirrors, and vibrate less, so that's a double win for Double-Take. Their ball mounts are designed to swivel in a crash and prevent mirror damage, so three positives.

I also tried an add on wind deflector for the screen (\$20 eBay) but I'm not sure it did anything so I removed it on the return trip.

In the dirt

It was raining when we left the bitumen on the Flinders Way and turned into the driveway of Rawnsley Park Station. The gravel drive had been recently graded and was greasy on top – a good introduction to wet outback roads – but rideable if you were smooth and steady. The cabins Geoff had booked were some of the best accommodation on the trip – nestled away from the other accommodation options, and overlooking a dry creek bed. I would definitely stay there again.

The next few days were exploring the gravel roads of the Flinders. These are marked as drivable with a two wheel drive car – except when wet. We found out that



Greasy mud.



North ranges somewhere.

it doesn't take much precipitation to move the roads into the "wet" category.

The DX handled the stony gravel roads easily – the rider was by far the limiting factor. At 220 Kg wet this isn't a bike for hard enduro, but it's a lot of fun on fast, smooth gravel. The rocky gorges were a test for all of us, but picking a line, letting the bike move around, and looking ahead, got us through without any incidents.

It was the mud that was the challenge. 2 or 3 mm of rain on the second night damped the dust on the entry to the Bunyerroo Gorge road, and it was fun winding through the redgums and the undulating farmland. I was really enjoying the cool morning and the serenity when I crested a rise and saw two BMWs sliding across the downslope. Both went down in the middle of the track, but with some forewarning I was able to slow to a halt and paddle the DX across to the edge of the grader bank. 4WDs and a tourist bus were held up as we pushed the two GSs to the side of the track and waited for the rest of the group.

The 4WDs seemed to have no trouble with the greasy clay, although one did slide diagonally across the road until they found a dry patch. A vehicle coming the other way reported that they had helped lift up a bike a few km ahead (that would be Garry who went first), but that there was 5 or so km of greasy track, and then it was fine. They had seen bogged two 4WDs and the tourist bus, which wasn't encouraging. We weren't keen on riding through 5 km+ of mud, so turned around and headed for Blinman, hoping to catch Garry at our pub accommodation there.

My take away from that is: once your tyres are clogged with mud you have no traction, so there's few options. Unless you can maintain enough speed to keep the lugs of your tyres open, you're stuffed. Please email me at pres@docv.org if you have other ideas!

I mentioned that the DX was fitted with new Pirelli Scorpion Rally tyres. OEM fitment is the STR version

of these: STR for Street apparently. I liked these on the bitumen – confidence inspiring, and not noticeably a lugged tyre. Pirelli describe these as:

"The road and on/off touring equipment for riders looking for knobbly tyre but demanding grip, safety on wet and comfort".

I needed new tyres before the Flinders trip, and ordered a set online, inadvertently clicking on the non-STR version. Pirelli describes these as:

"The choice of champions for desert racing and rallies".

The two types of tyres look very similar but the lug gap is definitely wider on the non-STR, and the lugs are narrower. So I was riding on the Rally version of these tyres, and was still sliding across the road in the mud!

Overnight it was dry and windy and the roads were fine the next day – we enjoyed some great riding in the north ranges, and made our way further north to Arkaroola, encountering rain and slick roads again. This time we avoided any tipovers, and waited for the wind to dry out the road, sticking to the gravel on the edge. We made it to the Iga Warta camp where we spent an enjoyable hour drinking tea and talking with the staff. The roads were dry and fast from there to Arkaroola.

My advice when riding in the outback:

2 – 3 mm of rain can make a huge difference to the rideability of roads for bikes. Wait for roads to dry if you can, and have a flexible itinerary.

And, don't go first!

Back to the DX. I'm loving this bike! Great on the road, good off-road, and very enjoyable to ride on both. Everything works as you expect a Ducati to.

In addition to the crash bars and higher front guard kit, I fitted Oxford heated grips for brisk mornings (I wish these were standard equipment), a custom GPS mount, the pannier racks and a Scottolier.



Rawnsley Park Station cabin.



We did a lot of standing on the pegs.

Negatives:

KTM riders will bag the air filter location (under the fuel tank, a 40+ minute job to remove and reinstall) but my air filter was pristine at the end of the trip, whereas other bikes were full of dust (albeit quicker to access). So the DX air filter location is good for avoiding dust pickup, but not so good for accessing it. Most KTMs have the airfilter in front of the rear mudguard – so easy to access but easily fills with dirt. I'm happy with the DX setup.

Overall:

It all works, and I get a lot of comments in the street and at servos. People love the retro Cagiva Elephant looks, and are genuinely interested in how it rides.

This bike does it all. If you can only have one bike this is an adventure bike that does soft adventure and is great on the road. You could commute on it, ride with a pillion, enjoy the twisties and the dirt.

I usually keep bikes for a long time, but I'm keen to see and ride the new model!

Ducati DesertX Prototype Spied: Slimmer, Lighter, Next-Gen V2 Power

An overhauled test mule is spotted with an all-new powerplant and chassis.

Author: ADV Pulse Staff. Photos by Bernhard M. Hoehne

Spy shots have surfaced of what appears to be the next-generation Ducati DesertX, and the changes are more than skin deep. The camouflaged machine suggests Ducati is preparing a significant overhaul of its middleweight adventure machine, with a new V2 powerplant at its core and a host of chassis and design refinements aimed at sharpening its off-road credentials.

First shown as a Scrambler-branded concept back in 2019, the DesertX drew immediate attention with its Dakar-inspired styling and air-cooled 1079cc L-Twin producing 86 horsepower and 65 ft-lbs of torque. The overwhelmingly positive response convinced Ducati to push the project into production, but with a more serious off-road focus. By the time the production DesertX arrived in 2022, it had shed its Scrambler roots, gained an off-road-tuned chassis, and adopted the 937cc Testastretta 11° L-Twin, delivering 110 horsepower and 68 ft-lbs of torque. It also became the first Ducati to roll off the line with a 21-inch front wheel, signaling its intent to compete directly with the likes of KTM and Triumph in the performance middleweight ADV segment.



Now, Ducati seems ready to take the next step. The test bike caught on camera appears to be running the brand's next-gen 890cc V2 engine, already in service across the Panigale V2, Streetfighter V2, and Multistrada V2. This engine marks a departure from Ducati tradition, replacing the desmodromic valvetrain with conventional valves. The engine not only offers simpler maintenance but is also lighter and more compact. In the Multistrada V2, the powerplant produces 115 horsepower at 10,750 rpm and 67.9 ft-lbs of torque at 8,250 rpm, with Ducati's Intake Variable Timing system ensuring a broad, linear torque curve. More than 70% of peak torque is available as low as 3,500 rpm, and it never dips below 75% all the way to 11,000 rpm.

The chassis and bodywork also appear to be heavily revised. The prototype retains the tall rally screen and signature dual headlights, though the lamps are now squared off at the top and bottom edges for a more modern look. A new swingarm design replaces the cut-out style of the current model with a more traditional structure, while the tail section has been slimmed down with minimalist bodywork and a sleeker taillight. The fuel tank appears shorter front-to-back, allowing the rider to sit further forward for improved weight distribution. It also looks slightly smaller in capacity—likely around 4.8 gallons compared to the current 5.54 gallons. A wider design and lower placement should also help centralize mass and improve slow-speed handling.

Weight reduction seems to be a key target for Ducati with this second-gen DesertX. At 492 pounds wet, the current DesertX is on the heavier side of the middleweight ADV class but these new revisions could make it one of the lightest. Ducati's recent Multistrada V2 redesign resulted in some 40 pounds shed, and if the DesertX follows suit with even a 20-pound drop, it would undercut KTM's 890 Adventure R and be significantly lighter than rivals like the Triumph Tiger 900 Rally Pro and BMW F900GS.



Despite the changes to the engine and chassis, Ducati appears to be preserving the DesertX's other standard equipment. The prototype still runs 21/18-inch tubeless wheels, Brembo monobloc brakes, and a full electronics suite will likely be anchored by the familiar 5-inch TFT display with Bluetooth connectivity, cruise control, and quickshifter. Fully-adjustable suspension is expected to remain, though geometry changes may bring revised travel numbers somewhere in the 9" range. Hopefully, with the next-gen model Ducati will continue offering the unique 2.1-gallon auxiliary rear fuel tank, a unique rally-inspired option that set the DesertX apart.

Ducati has yet to confirm details, but given the state of the test mule, the updated DesertX could still be positioned as a 2026 model. If so, it could be a compelling option in the ultra-competitive middleweight ADV segment: now lighter, more compact, with improved CG, and propelled by the latest, more-powerful V2 engine.



1926–2026: Ducati kicks off celebrations for its 100-year history

- In 2026, Ducati marks the milestone of its first 100 years of history: from 1926 to today, the Bologna-based motorcycle manufacturer has transformed a Made in Italy dream into a global symbol of excellence



- A century of passion, style and innovation wrapped in a single logo, that of the Centenary, conceived and developed by Ducati's creative heart and built around the elements that express its essence
- The global Ducati family will gather to celebrate this historic milestone at the World Ducati Week, from the 3rd to 5th of July at the Misano World Circuit "Marco Simoncelli"

Borgo Panigale (Bologna, Italy), 29 October 2025 – July 4th, 1926

Almost one century has gone by since the day when a dream was born in Borgo Panigale that would change the world of motorcycling forever. From its roots in Bologna to global recognition, Ducati has transformed passion into excellence, technology into emotion, design into beauty, and engineering into art.

With 2026 approaching, Ducati officially kicks off its **Centenary celebrations**, renewing the promise that has guided it since its inception: to live every moment with the passion that makes it unforgettable and the intensity of those who truly love what they do.

This legacy and, above all this story, now finds symbolic expression in a logo that tells the tale of a century-long journey, designed as a bridge between past and future and destined to accompany Ducati toward July 4th, 2026. A symbol born in the very heart of Ducati, in Borgo Panigale, through a creative process guided at every stage, from initial research to final design by those who live and breathe the brand each day and by that sense of belonging that unites all the people who are part of it.

Every detail of the logo tells the story of Ducati. Starting with the name itself, unchanged to preserve the strength and timeless identity of the brand. Then comes the number 100, the central element of the design, drawn in the same typeface that is the signature of every Ducati motorcycle. A line crosses it and reveals its soul: the curve, the very same that crosses the Ducati shield. It's the thrill of leaning, unique and intense. It's the curve that connects the past to the present and then opens the future, towards a

new panorama to be experienced on the saddle, alone, in the company of someone important, or together with other Ducatisti.

Beneath the date 1926–2026 flows the Italian tricolour flag, celebrating Ducati's Italian roots and its unbreakable bond with Borgo Panigale, the place where it all began and where, still today, the motorcycles that fuel the dreams of Ducatisti of every generation are created.

The claim "A Century Made of Seconds" enriches the logo and amplifies its meaning. It's a tribute to Ducati's sporting DNA: a homage to the racetracks, to racing competition, to lap times, and to the small details that make the difference. But it also points to something deeper: the ability to recognize, in every shared moment - on the track, on the road, within the company, or around the world - the extraordinary strength that makes Ducati truly unique.

The epicentre of the celebrations will be World Ducati Week 2026, held from July the 3rd to 5th at the Misano World Circuit "Marco Simoncelli". On Saturday, July 4th, exactly 100 years after that first day, the global Ducati family will come together to celebrate a century of history in a WDW that, like no other, will embody the strength of a passion without boundaries.

In the coming weeks, Ducati will share new details about a World Ducati Week that promises to remain etched in the memories of all those who experience it. All the latest news and updates about the event will be available in the **dedicated section of Ducati's official website**.

Ducati will be present at EICMA 2025 with an increasingly rich and sophisticated range



DU CAT I CORSE PANIGALE SF V4

- The most powerful Hypermotard V2 and V2 SP ever make their debut at EICMA, exactly twenty years after the first prototype
- For the first time ever, the fifth generation of Monster, the star of the latest digital event of the DWP, can be admired live
- The Ducati off-road world is enriched with previews of the new DesertX, Desmo250 MX and Desmo450 Enduro
- Two new versions of the Panigale V2 dedicated to Bagnaia and Marquez
- Ducati is ready to welcome all enthusiasts to Hall 5, stand O82

Milan, 4 November 2025

On the eve of its 100th birthday, Ducati arrives at EICMA with an unprecedented range of motorcycles, crowning a 2025 marked by great sporting successes.

In this MotoGP season, the Borgo Panigale manufacturer confirmed its supremacy by adding a fourth consecutive Riders' Title and a sixth consecutive Manufacturers' Title to its list of achievements, as well as the Team Title. In Superbike, Ducati has achieved its 21st Manufacturers' Title (out of 38 championships contested), the fourth consecutive title for the Panigale V4 R, which also starred in the IDM, the German SBK Championship, where it won the Riders' Title. The new Panigale V4 also triumphed in the CIV SBK Production Bike, demonstrating the solidity and validity of the technical choices that gave rise to the seventh generation of Ducati Superbikes.

These results confirm a solid tradition of sporting success, combined with a hundred-year history, globally recognised technological excellence and iconic design that defines its identity. A unique combination

that represents the value and strength of the Borgo Panigale manufacturer.

After the new models introduced at the Ducati World Première 2026 (Multistrada V4 RS and Diavel V4 RS, Panigale V4 R, Multistrada V4 Rally, Scrambler Nightshift Emerald Green), the Borgo Panigale manufacturer presents the fourth generation of Hypermotard at the last event of the year (here the press kit with all the information).

EICMA is also the first opportunity to admire the fifth-generation Monster in person, presented digitally a few days ago, with which Ducati writes a new, important chapter in a unique and unrepeatable story that began at the Cologne Intermot in 1992.

The new Monster, redesigned from scratch, combines lightness and technology based on the new V2 IVT engine with unmistakable aesthetics, creating a bike that is safe and fun to ride in a sporty context, yet manageable and enjoyable in an urban setting. More streamlined, sporty and compact, the new Monster recovers the stylistic features that have always distinguished the naked bike par excellence: the



HYPERMOTARD V2S DYNAMIC.

headlight framed by the 'shoulders' of the bison-back tank, the single seat for rider and passenger, and the short, lightweight tail.

Four years after the presentation of the DesertX, the first modern Ducati with a 21" front wheel, the Bologna-based manufacturer is also bringing a preview of the new model to EICMA, which will be available from May 2026. A motorcycle with a new design, born from the desire to meet the needs of motorcyclists thanks to technical choices that improve its off-road capabilities while maintaining the pleasure of riding on asphalt.

EICMA 2025 will also see the presentation of two world premieres for 2026 from Ducati's specialist off-road range: the new Desmo250 MX and Desmo450 Enduro, which will be available from July next year through the Ducati Offroad sales network. At last year's EICMA, enthusiasts were able to admire the Desmo450, winner of the Italian MX1Prestige with Alessandro Lupino, the first chapter in a sporting experience enriched by this year's MXGP World Championship and set to expand further with the announced debut in the 2026 AMA Supercross.

The 2026 Ducati range also offers two versions of the Panigale V2 dedicated to Marc Márquez and Francesco Bagnaia and new, attractive liveries on the Panigale and Streetfighter V4 and V2.

The stand would not be complete without the DesmosediciGP, winner of the 2025 Riders' Title with Marc Márquez, the culmination of a sensational season in which Ducati also won the Manufacturers' and Team Titles. Alongside it was the Panigale V4 R, runner-up in the world championship with Nicolò Bulega, symbol of an exciting season that delivered Ducati its 21st Superbike Manufacturers' Title. Also alongside them was the Desmo450 MX, with which Tony Cairoli finished in the top 10 at the 2025 Motocross of Nations.

These are the ingredients that make the Borgo Panigale-based manufacturer one of the main protagonists of EICMA 2025, where it is ready to welcome all enthusiasts to Hall 5, stand O82.

Hypermotard V2: Twenty years after EICMA 2005, where Ducati presented the prototype of the Hypermotard 1100, the Borgo Panigale manufacturer is



DESERTX

writing a new chapter in the history of the 'Hyper' with the new Hypermotard V2 and Hypermotard V2 SP. The fourth-generation Hypermotard is a completely redesigned motorcycle that carries on the legacy of a legendary model and projects it into the future thanks to a totally new technical base and a design that reinterprets and innovates a line that has made history.

The result is a modern, compact, essential motorcycle that conveys lightness at first glance. With a weight reduction of 13 kg (14 kg for the SP) compared to the previous 950, the new Hypermotard V2 is more agile and responsive than ever. At the same time, it is also the most powerful of the Hypermotards, thanks to the 120 hp V2 with variable IVT timing and maximum torque of 94 Nm, 70% of which is available at 3,000 rpm, for great acceleration out of corners.

The Hypermotard V2 SP is even bolder, thanks to the oversized logo that extends to the front fairing, contrasting with the white forged rims and racing details such as the carbon mudguard, gold Öhlins suspension and Brembo M50 calipers. In addition to its special livery, which refers to the 20 years since the birth of the first prototype, the Hypermotard V2 SP also features technical equipment that takes the Hyper's fun bike character even further.

The [presentation videos](#) for the new Hypermotard V2 and Hypermotard V2 SP are available on Ducati's YouTube channel. The press kit with product information and all images of the new Hypermotard are available on Ducati Media House.

DesertX 2026: In 2022, the DesertX marked the entry of the Borgo Panigale manufacturer into the world of maxi enduro bikes with 21" front wheels. Four years later, at EICMA, Ducati unveils a preview of the new DesertX, which improves its off-road capabilities thanks to the adoption of advanced suspension with progressive rear linkage.

The DesertX 2026 is lighter, with a kerb weight without fuel of 206 kg*, thanks to the technical base centred on the new V2 IVT engine, which makes it more versatile and powerful, both on and off-road. The maximum power of the new DesertX is 110 hp at 9,000 rpm, and torque is 92 Nm at 7,000 rpm.



PANIGALE V4 CORSE



DUCATO DESMO 450 MX ENDURO

All the details of the new DesertX will be revealed in February 2026. The bike will arrive in European dealerships in May. Distribution will expand to the North American market in June, and then to Japan and Australia in August.

Panigale V2 MM93 and FB63. Two champions, two liveries, two unique motorcycles. The Panigale V2 MM93 and FB63 celebrate the two riders of the Ducati Lenovo Team 2025, Marc Márquez and Francesco 'Pecco' Bagnaia. Two motorcycles produced in a numbered series, equipped with special features: forged rims that reduce weight by 1.5 kg, Öhlins steering damper, lowered clip-ons, billet steering plate, grips inspired by those of the official MotoGP bikes and racing windscreen.

The MM93 livery is the one used by Marc Márquez in his first test as an official Ducati rider in Barcelona, while the FB63 livery reproduces the black and red camouflage colouring of Bagnaia's helmet, gloves and boots.

Panigale V4 S Corse and Streetfighter V4 S Corse: the spirit of the Desmosedici GP25 on the road The Ducati Centro Stile has dedicated two brand new liveries to the new Panigale and Streetfighter V4, inspired by those of the official Desmosedici bikes fielded in the 2025 MotoGP World Championship by the Ducati Lenovo team.

The background colour is the traditional Ducati Red, with a side view crossed by a fluorescent red 'curve' motif, which reinforces the link with MotoGP and celebrates Ducati's racing spirit. The white number plates feature the iconic bar-shaped number one.

Panigale V2 and Streetfighter V2, the Ducati Yellow is back. The 'Giallo Ducati' yellow colour is back on the sports bikes from Borgo Panigale. First introduced in the early 1970s, the colour yellow reached its peak popularity in the 1990s, thanks to its use in competitions and on legendary production models.

More recently, yellow has been used by the official MotoGP and WorldSBK teams in some Grand Prix races during the 2024 season. For 2026, Giallo Ducati is also returning to production models, alongside the traditional red on the Panigale V2 and Streetfighter V2.

Kit Scrambler Retro Stripe and Old Skool Checkerboard. In the Scrambler space, Ducati presents two evocative aesthetic kits for those who want to make their Icon even more unique. The Retro Stripe kit is a true homage to the 1970s, the era that gave birth to graphics based on simple but dynamic lines. Old Skool Checkerboard, on the other hand, is a racer-inspired kit with graphics inspired by the chequered flag – checkerboard, in fact – a symbol of freedom, speed and rebellious spirit.

All Ducati events

Visitors to EICMA will be able to experience the Ducati passion thanks to the events that will enliven the week. Ducati riders and friends will meet fans at the stand. On Thursday 6 November, Álvaro Bautista will be the first star of the Meet & Greet; in the following days, it will be the turn of the Desmo250 MX and Desmo450 MX riders. Nine-time Italian champion Alessandro Lupino will meet the public on Friday 7 from 11:30 to 12:00 and on Saturday 8 from 15:30 to 16:00, together with nine-time world champion Tony Cairoli, who will then return to the stand on Sunday 9 at 14:00.

Also on Saturday 8th, the new Italian Production Bike champion and three-time Italian Supersport champion Davide Stirpe will greet Ducatisti (2:30pm – 3:00pm). Finally, Kevin Vandi, Supermotard rider and one of the stars of the Hypermotard V2 launch video, will enrich the days on Saturday, with an appointment at 11:30am, and Sunday, at 12:30pm.

On Saturday and Sunday, in the MotoLive area, the Ducati Desmo450 MX will be the star of the Champions Charity Race, a knockout pursuit race featuring speed and off-road champions from the present and past. Francesco Cecchini, six-time Flat Track World Champion, will race a Desmo450 MX in Dirt Track configuration, like those used by Marc Márquez and Pecco Bagnaia in their training sessions.

The two races will take place on Saturday 8 November from 11 a.m. to 2 p.m. and on Sunday 9 November from 10 a.m. to 12 p.m.

*Weight value to be confirmed

Worlds will collide



Ducati is proud to celebrate the upcoming release of **TRON: Ares**, in cinemas now. The third installment in the groundbreaking TRON franchise sees Ares, a highly sophisticated program, transcend the digital world and embark on a dangerous mission in the real world. Ares' arrival marks humankind's first encounter with A.I. beings, blurring the lines between programs and users.

The movie features a stellar cast and stunning VFX as well as a Ducati Hypermotard 950 SP, ridden by Eve, the heroine of the movie.

The Hypermotard 950 SP is the ultimate 2-wheeled ride for off-grid real-world riding and battling against the day-to-day commutes. Its smaller sibling, the Hypermotard 698 Mono RVE takes this ethos and lets fun truly take charge, the first single-cylinder road-going Supermotard by Ducati embodies the spirit of Live. Play. Ride.

Simple, lightweight, and agile, born with just one aim – to transmit excitement while dominating the scene. Book your test ride and you'll soon realize there is no going back.



Get ready for **TRON: Ares** only in cinemas now, and check out the Hypermotard models at your local Ducati Dealer.



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





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





DOCV EVENTS

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

CLUB MEETING

**November General Meeting –
Tuesday 18 November 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.

Follow the DOCV FaceBook page for the announcement of the guest speaker.

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

UPCOMING RIDES

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

The Treasurers Travels

**Depart: BP Bulla at 9:30, November 23rd
(adjacent to The Black Horse Hotel)**

Spring is on the way out and with Summer just around the corner the Treasurer will be leading a ride out west. This ride is one that I'd classify as pretty easy, so it should be a nice relaxing day out and a great opportunity for newer members to scratch that itch and come for a ride with the club.

The plan is for a leisurely jaunt out west, some roads I've done on other club rides and some I've done in my mis-spent youth. Departing from BP Bulla we'll wind our way out to Trentham for a comfort stop. From there we'll head south through Blackwood and Ballan on our way to Buninyong. If we have time we'll take a small detour up the mountain before heading down into the township to refuel. South again through Mount Doran then on to Meredith for lunch at Meredith Hotel.

After lunch we'll have a relatively short afternoon on our way home through Durdiwarrah, Rowsley and Bacchus March before finishing up at Melton. Total distance is just shy of 250kms plus commutes, and we're on sealed roads all the way.

Queries: Mark treasurer@docv.org

Dargo Weekend

29/30 November

Departure Point will be Pakenham Macca's

Accommodation booked at Dargo are all the motel rooms and Dargo Central.

Motel accommodation is for genuine couples until the 3rd November, then any remaining rooms can be taken up as single accommodation. Book as a single and drop me an email (grloe@aussieb.com.au) requesting an upgrade and I will generate a list in order of request. If rooms become available I will create a room upgrade category and you will then pay the difference.

Dargo Central has two single rooms with a king single the rest is shared accomm. with a total of seven guests.

The evening meal is booked for 7.00pm so plenty of time to relax and socialise before hand.

Sunday Lunch will be at Poowong Pub, we will then cruise down to Nar Nar Goon where the ride will finish. If you are coming to the Sunday lunch, after you have registered for your accommodation please then register for the Sunday lunch.





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

