

DESMOTO

eNewsletter



MARCH 2026



NEXT SOCIAL MEETING
Tuesday 10^h March 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

DOCV 50TH ANNIVERSARY GALA DINNER

SATURDAY 23 MAY 2026



WHERE: The Rendezvous Hotel Melbourne, in the King Edward Ballroom, 328 Flinders St, Melbourne

TIME: Pre-dinner drinks from 6:15 pm. Festivities start at 7 pm. Finishing at 11 pm.

COST: \$85 per person/\$170 per couple - drinks at bar prices.

Register at www.docv.org/events – **BOOK EARLY – ONLY 100 TICKETS AVAILABLE!**

It's 2026 and we're turning 50! In true Italian fashion, we're celebrating with passion, style, and loudly

To kick off our 50th birthday celebrations you are warmly invited to a Gala Club Dinner at the sumptuous **Rendezvous Hotel in Melbourne**, in the elegant and atmospheric King Edward Ballroom.

Join us as we raise a glass to five decades of red-blooded Italian-bred passion, enthusiasm, lifelong friendships, and a shared appreciation for machines that stir the soul - even when they occasionally empty the wallet.

The evening will **feature a three-course meal**, including a specially created 50th Anniversary cake, and a couple of short presentations from your passionate committee and others who at this stage shall remain nameless. These will be equal parts insightful and entertaining, with the committee doing its best to appear organised, rehearsed, and competent — just like a Ducati factory service schedule suggests.

The night is designed to be relaxed and social: a chance to reconnect with old friends, welcome new ones, and swap stories that improve slightly with each retelling. There will be no lap records, no spec sheets, and no debates about oil viscosity... unless you insist.

The Rendezvous has been selected with the same care one applies to choosing Ducati accessories. It's **close to public transport, generous car/motorcycle parking**, and a range of accommodation options — including a discounted rate at the hotel itself for those who prefer not to test their night vision on the ride home.

We'll also be in a room where you can actually hear the conversation, rather than shouting over someone passionately explaining why desmodromic valves are clearly superior (they are).

More details on the running order will follow once the committee finishes debating font choices, timing, and whether red is, in fact, faster.

For now, **book your place on www.docv.org**, mark the date, dress with a touch of Italian flair, and prepare for a night that promises to be indulgent, atmospheric, and unforgettable — much like a Ducati: beautiful, thrilling, and worth every moment... even if it occasionally demands a little extra attention!



president's report

Neil Larson



Hi everyone,

I hope you're enjoying our very Australian summer. Cataclysmic weather - tick. Scorching heat - tick. Bushfire infernos - tick. Chaos in the world order - tick.

Our only hope is to go motorcycling. I haven't been able to get on the bike lately and I'm sure it's affecting my mental health. A quick Google search finds a bunch of results like this:

"Motorcycling is not just about getting from point A to point B; it's a journey towards inner peace and mental clarity. As the Mental Health Foundation has noted, engaging in activities that require intense focus can have significant benefits for mental well-being. When riding a motorcycle, the brain enters a state of heightened awareness, releasing neurotransmitters, such as dopamine and endorphins, that elevate mood and reduce stress. . . . the motion of riding, coupled with the sensory stimulation of the environment, promotes relaxation and reduces anxiety".

To add to this, my work prevents me from doing the Tiger Hunt this year. To be honest, I'm so jealous that I'll be trying to avoid seeing any social media posts from club members who have diligently planned their leave, serviced their bikes and packed their panniers. OMG Tassie is a motorcycling paradise.

But I will be trying to get out as soon and as often as I can now that I have a few important family dates behind me.

Chris has a full ride calendar organised for the rest of Summer and Autumn for us to enjoy. Check the website as the details are filled in.

If you can't make one of the organised club rides you can always put up a Facebook post on the club Fb page asking for some company on a ride, or asking for good ride routes. I'll be surprised if you aren't inundated with suggestions.

There are great riding roads north, south, east and west of us, and many club members can point out the best for you.

Talking about the Tiger Hunt - our March meeting has been brought forward a week from the 17th to the 10th as the "hunters" will be in Tassie by then. So mark the 10th on your calendar so you're not standing alone in the Manningham wondering where everyone is.

And of course the big date to add to your calendar is Saturday the 23rd of May - the DOCV Gala Dinner. Only 100 tickets available, and we now have a 5 piece live band. Book now on the docv website to avoid disappointment.

In other 50th news, we're currently working on our 50th Anniversary logo, and Forza Italia has promised to get our online store up and running again by the end of March. You will be able to order custom printed gear with a selection of new and old DOCV logos - keep an eye on Desmoto for updates!

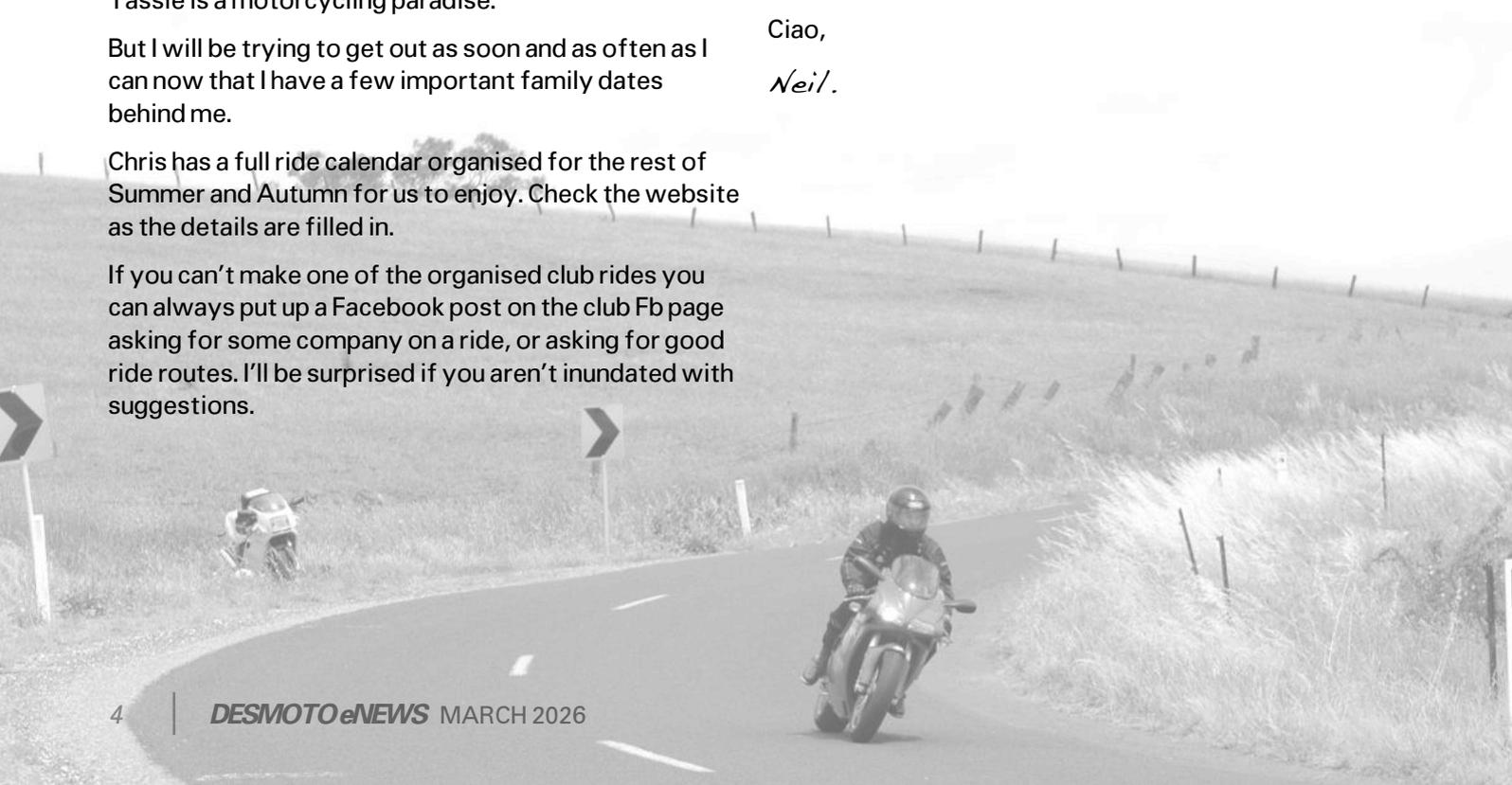
If you have an idea for an 50th Anniversary event, please shoot me an email at pres@docv.org.

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

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

Ciao,

Neil.



editoriale

Louis Putter



Hello fellow Ducatisti

The spy shots we shared back in the November edition hinted at something special, and now it's official: the 2026 DesertX V2 has arrived. Ducati has delivered an extraordinary evolution of its adventure platform - more capable, more refined, and brimming with technology that seems to unfold layer after layer the deeper you look. This edition of the magazine is dedicated to celebrating that achievement. Don't miss the feature article toward the end; it's a long read, but absolutely worth your time.

As always, our magazine thrives on the stories and creativity of our members. Whether it's a ride report, a reflection from the road, or a photo of your latest Ducati masterpiece, I'd love to include it. Send your contributions to editor@docv.org - your experiences are what keep the spirit of the DOCV roaring and our community vibrant.

Here's hoping the weather gods turn their attention our way and deliver perfect riding conditions for the rest of 2026, especially after the year kicked off with a cancelled ride.

Cheers, *Louis*

treasurer's report

Mark Dulfer



Hi everyone

The club's bank balance significantly increased last month, entirely due to membership renewals sent out on February 1st. It's great to see so many members have processed their renewals on time! The astute among you will also notice a number against Membership Expenses for the first time in many months. This is because I've started classifying PayPal fees against the event or item they relate to. Rather than just lumping them in with general expenses I want to increase the visibility of these expenses because they add up to a significant amount of money over time. This means that when you pay for an event, PayPal fees will also be allocated to that event's expenses. We aim to break even on all events, and without allocating PayPal fees to the event, getting an accurate report is very difficult. It's a little bit more work for the treasurer but I believe it's worth the effort so we can get a better picture of profit and loss on events in particular.

Ciao, *Mark*.

February 2026 January 2026

Income

Desmoto		
Events	2,800.00	2,520.00
Memberships	10,419.98	105.01
Merchandise		0.00
Other		
	13,219.98	2,625.01

Expenses

Cost of Sales		
Desmoto	648.00	0.00
Events	580.78	5,143.73
Membership	224.11	
Other	174.88	190.33
Total Expenses	1,627.77	5,334.06
Operating Profit/(Loss)	11,592.21	(2,709.05)

Cheque Account	24,873.53	6,981.53
Paypal	4,604.91	3,114.60
Debit Card	2,598.86	1,669.43
Cash reserve/Contingency	30,520.50	30,520.50
Term Deposit 2 /DOC	16,622.08	16,622.08
Term Deposit 3 /50th Ann	16,610.43	16,610.43
Trade Debtors		
Other Assets	3,745.55	3,745.55
Net Assets	99,575.86	79,264.12

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?



Mini Turismo 2026

A Long Weekend of Riding, Camaraderie and Country Hospitality



Few events capture the spirit of the DOCV quite like the Mini Turismo. It's the perfect blend of adventure, shared roads, good food, and the kind of laughter that only comes from a weekend spent with fellow Ducatisti. For 2026, we're heading east to the warm, welcoming township of **Heyfield**, with three days of riding through some of Victoria's most iconic motorcycling regions - Licola, Dargo, Toora, and the sweeping coastline of Wilsons Promontory.

This year's Mini Turismo is built around flexibility. Whether you can spare one night or want to make the most of the full threeday experience, the choice is yours. What matters is that you join us - because this one is shaping up to be something special.

A Weekend Built Around Heyfield

Heyfield sits at the foothills of the Great Dividing Range, a country town known for its friendliness, its proximity to some of Gippsland's best riding roads, and its relaxed, unpretentious charm. It's also home to our base for the weekend: **The Lodge Heyfield**, a fully renovated historic hotel that we have booked out in its entirety. Visit website for full details. <https://www.visitheyfield.com.au/thelodgeheyfield>

The Lodge is purposebuilt for groups like ours. According to the venue's profile, it offers

accommodation for up to 34 people, with a mix of queen, double, and bunk rooms, all serviced by shared bathrooms. The building features **two lounge rooms**, a **large dining room**, and **two bars**, including one that will be staffed exclusively for DOCV across the weekend. The dining room opens onto a deck designed for gatherings, music, and outdoor entertainment, and the entire venue has been recently refurbished to a clean, modern standard.

For our purposes, The Lodge is perfect. It gives us a private base of operations, plenty of room to relax, and - importantly - **a secure lockup area for our motorcycles**. With the whole venue to ourselves, it becomes our clubhouse for the weekend.

Accommodation is bunkshare for singles, with **five couples' rooms** available at a small additional cost. If demand exceeds supply, a waitlist will be created based on the order of email requests.

A Celebration of Riding and Club Heritage

This year's Mini Turismo also carries a special significance. As DOCV celebrates **50 years in Australia**, we're honouring our Italian heritage with a themed banquet dinner on Saturday night. Expect long





tables, shared plates, and the kind of atmosphere that makes you feel like you've stepped into a family trattoria - only with more red bikes parked outside.

Sunday night brings a second banquet dinner, this time with a **Mexican theme**, perfect for those staying the full two nights. Both dinners are included in the package, along with breakfast each morning (egg & bacon roll + coffee), and the camaraderie that comes naturally when the club gathers around good food.

The Ride Plan

Saturday 25 April – Rowville to Heyfield + Licola Loop

We begin at **Butler's in Rowville**, stands up at 10:00am. The route to Heyfield is a relaxed wander through the eastern countryside, designed to ease everyone into the weekend. We'll arrive around midday, where **Neil Cater from The Heyshed Motorcycle Shed** has arranged an outdoor BBQ lunch just five minutes from The Lodge.

After lunch, riders can choose their own adventure:

- **Ride the Licola loop** - a DOCV favourite with its mountain air, flowing corners, and spectacular views.
- **Relax in Heyfield** - settle into The Lodge, explore the town, or enjoy a quiet afternoon before the evening festivities.

Dinner is our **Italian banquet**, celebrating half a century of DOCV passion, people, and Ducati heritage.

Sunday 26 April – Dargo and Beyond

Sunday is our big ride day. We head northeast toward **Dargo**, a region beloved by Victorian riders for its mix of sweeping roads, alpine scenery, and that unmistakable highcountry feel. The route loops through the surrounding areas before splitting:

- **Return to Melbourne group** – ideal for those on the onenight package.
- **Stay on group** – returning to Heyfield for the second banquet dinner, this time with a Mexican twist.

Whether you're staying or heading home, Sunday's ride is the kind that stays with you - long, scenic, and full of the kind of roads that remind you why you ride a Ducati.

Monday 27 April – Toora, Wilsons Prom, Inverloch, Wonthaggi

For the twonight group, Monday is a coastal treat. We leave Heyfield and head south to **Toora**, then carve our way along the coastline skirting **Wilsons Promontory**, through **Inverloch** and **Wonthaggi**, before officially finishing the tour in **Pakenham**.

For those wanting to continue the fun, an optional extension will run northwest through **Gembrook**, **Seville**, and **Yarra Glen** - a perfect way to round out the long weekend.





Why You Should Join the 2026 Mini Turismo

1. The Riding

Licola, Dargo, Toora, Wilsons Prom - these are some of Victoria's most iconic motorcycling regions. The variety across the three days is exceptional: alpine climbs, rolling farmland, coastal sweepers, and everything in between.

2. The Lodge Experience

Having an entire hotel to ourselves transforms the weekend. With two bars, multiple lounges, a large dining room, and a deck for outdoor entertainment, The Lodge becomes our home base - comfortable, private, and perfectly suited to a club event.

3. The Food and Hospitality

Two banquet dinners, breakfast included, and a BBQ lunch on arrival. It's a weekend of good riding and good eating - exactly as a Mini Turismo should be.

4. The Flexibility

One night or two. Ride home Sunday or stay until Monday. The event is designed to fit your schedule.

5. The Camaraderie

DOCV events are about people as much as motorcycles. New members, longtimers, couples, solo riders - everyone is welcome, and everyone leaves with new stories and new friends.

Accommodation Details

- **Bunkshare** rooms for singles
- **Five couples' rooms** (extra \$40 per night if allocated)
- **Shared bathrooms**
- **Secure motorcycle lockup**
- **Recently renovated, clean, and welllaidout facilities**
- **Two lounges, dining room, and two bars**
- **Exclusive use of the entire venue**

If couples' rooms are oversubscribed, a waitlist will be created in order of email requests.

A Weekend Worth Making Time For

The Mini Turismo has always been one of the most enjoyable events on the DOCV calendar. It's relaxed, social, and full of the kind of riding that reminds you why you fell in love with motorcycling in the first place. With Heyfield as our base, The Lodge as our private clubhouse, and three days of exceptional roads ahead of us, 2026 is shaping up to be one of the best yet.

Whether you're a new member looking for your first multiday ride or a longstanding Ducatista who never misses a Mini Turismo, this is your invitation. Pack your gear, book your spot, and join us for a weekend of red bikes, good food, and great company.



BULEGA UNASSAILABLE AT PHILLIP ISLAND TAKES FIFTH WIN IN AUSTRALIA AND GIVES DUCATI 450TH VICTORY IN SBK



Saturday at Phillip Island was full of excitement for the Aruba.it Racing – Ducati team with Nicolò Bulega's victory and Iker Lecuona's sixth place.

The Italian rider first clinched his tenth Superbike pole position and then secured a victory that marks Ducati's 450th win in the category. Bulega led the race from start to finish, confirming his extraordinary feeling for the Australian circuit, where last year he was the protagonist of a fantastic hat trick.

Lecuona was unable to find the conditions to perform at his best in Superpole and was forced to start from thirteenth position. However, the Spanish rider put in an extremely solid race, finishing sixth.

Nicolò Bulega (Aruba.it Racing – Ducati #11)

"I'm very happy. The feeling with the bike has been extraordinary since the tests at the beginning of the week. Being able to ride with these sensations on this circuit is very satisfying. The weather? We have to be ready for any conditions."

Iker Lecuona (Aruba.it Racing – Ducati #7)

"I have to admit that I enjoyed the race. It's obvious, though, that qualifying compromised our chances of achieving a better result. In any case, it was a debut that I consider positive, and for this I thank the team, which after Superpole put me in a position to be competitive in the race."



Ducati DesertX



The Ducati DesertX is the bike that marked the Borgo Panigale manufacturer's entry into the world of the most demanding off-road riding thanks to its 21-inch front wheel. Born from a concept presented at EICMA 2019, the DesertX went into production in 2021, immediately winning over many maxi-enduro and adventure touring enthusiasts thanks to its off-road performance.

The second generation of DesertX is the result of extensive feedback and experience gained over years of development and competition on the most challenging terrain, including the Erzbergrodeo, the Rally of Albania, the Transanatolia and the 1,500 kilometres of desert in the NORRA Mexican 1000 Rally. The new DesertX was created with the specific aim of further improving off-road performance without sacrificing the riding pleasure typical of Ducati motorcycles.

The result is a motorcycle redesigned from scratch, with an unmistakable design, easy to ride in everyday use and enjoyable on both road and off-road journeys, thanks to more efficient suspension and a new, more ergonomic and lighter fuel tank. The new DesertX is designed around the new Ducati V2 engine and its monocoque frame to be more modern, more powerful and capable of enhancing the riding skills of every rider, from the simple enthusiast to the off-road professional.

The perfect engine for the DesertX

The new 890 cm³ Ducati V2 is the the lightest twin-cylinder engine with four valves per cylinder ever produced by Ducati and, thanks to the IVT variable intake valve timing system, unique in its segment, it delivers generous power across the entire range of use with a prompt response every time the throttle is opened.

Its 110 hp are the perfect power to combine off-road effectiveness and on-road riding enjoyment.

It has a maximum torque of 92 Nm, with a more sustained curve than the previous model: **70% of the maximum value is already available at 3,000 rpm**, ensuring quick response and great acceleration when exiting corners. The gear ratios specifically designed for the DesertX offer shorter first four gears to overcome even the most challenging obstacles, and a longer sixth gear to improve fuel consumption and comfort during fast transfers. **Finally, the class-leading service intervals (45,000 km for valve clearance checks and oil changes every 15,000 km or two years)** underline the reliability of this engine and keep maintenance costs down.

Monocoque frame and racing suspension

The monocoque frame, unique in its segment and developed specifically for the DesertX, uses the engine as a structural element and also acts as an airbox, ensuring maximum compactness and increasing the rigidity of the frame to improve handling and intuitive riding. **The new position of the airbox also offers better access to the air filter**, which can be easily removed and cleaned after every off-road ride.

The rear trellis frame is sturdy and reliable and is a clear reference to Ducati's styling tradition. **It has**

been designed to offer easy access to the engine components, facilitating operations and reducing maintenance costs. The aluminium swingarm, on the other hand, has been developed specifically for the DesertX and ensures the necessary strength to tackle any obstacle.

The braking system is by Brembo, with M4.32 monobloc calipers, new 305 mm discs, dedicated pads and an axial pump with a newly designed lever, offering the **rider greater modulation off-road and improved lever feel**, while maintaining optimal braking power for road use. The new braking system also allows even the most off-road-oriented enthusiasts to fit the high front mudguard without the need for additional kits.

The new chassis guarantees better off-road performance while preserving the balance and precision on the road that have made the DesertX a benchmark in its segment. Easy for beginners and high-performing in the hands of professionals, the second generation DesertX is equipped with rear suspension with progressive linkages, a solution that improves both comfort and off-road behaviour. The new Kayaba fork is smoother and better absorbs rough terrain, and is equipped with **independent hydraulic adjustments on both legs**, offering more experienced riders the ability to more effectively customise the bike's behaviour over obstacles.

The 21-inch tubeless spoked wheels at the front and 18-inch wheels at the rear are fitted with Pirelli Scorpion Rally Street tyres in sizes 90/90 and 150/70, the best

choice for all-round motorcycle use. However, those who want to enhance its off-road or on-road capabilities can choose alternative solutions in the Pirelli Scorpion range thanks to DesertX's triple homologation.

Off-road ergonomics

The riding position is specialised, as befits a true off-road bike: wide handlebars, narrow between the legs, light and responsive. The new ergonomic triangle has been defined by moving the footpegs back and the seat and handlebars forward, resulting in a less seated position for the rider to improve sport riding on the road and control of the bike off-road.

The new 18-litre polymer fuel tank is slimmer and lighter, facilitating movement in the saddle, and thanks to the protective crash pads, it is also very resistant in the event of typical low-speed falls during off-road use. In addition, its structure positions the fuel volume very low, thus **reducing the height of the bike's centre of gravity** and enhancing its handling and manoeuvrability.

The side panels are designed to complement body movements and feature a texture that increases grip and feel with the bike, making standing riding easy and fun. The front mudguard is positioned higher than on the previous model to **provide greater clearance above the tyre** and allow for more mud accumulation without blocking the front wheel when riding on heavy terrain.



The horizontal dashboard, with the standard utility bar, frees up space in the upper part of the fairing to mount navigation instruments and offers greater visibility of the area immediately in front of the bike, allowing for more accurate identification of obstacles when riding standing up off-road. The new DesertX has a seat height of 880 mm, which can be reduced to 840 mm by adopting the lowered seat and suspension kit.

Advanced electronics for total control

The new Ducati DesertX is equipped with a latest-generation electronics package based on a 6-axis inertial platform and developed specifically for off-road use thanks to the experience of Ducati riders and testers. This system detects roll, pitch and yaw in real time, allowing for rapid, precise and calibrated intervention of all controls, such as Cornering ABS, Ducati Traction Control (DTC), Ducati Wheelie Control (DWC) and Engine Brake Control (EBC). Each of these can be adjusted to multiple levels of intervention, allowing the setup to be adapted to any situation, favouring performance in sport riding, on the road or off-road, or stability and safety in touring use.

Each electronic control is specifically configured within the **six predefined Riding Modes (Sport, Touring, Urban, Wet, and the two designed for off-road use: Enduro and Rally)** to modify the behaviour of the DesertX according to the situation and can of course be modified by the rider to customise each mode according to their riding style.

All information is displayed on the **new, more comprehensive 5" TFT dashboard**, with a resolution of 800 x 480 and two USB ports as standard. **The three display modes, Road, Road Pro and Rally**, each with automatic switching from day to night display, are called Info Mode and can be selected using the petal joystick on the left block. Each mode displays the most relevant information for each context to maximise readability. In Road and Road Pro modes, the display gives evidence to the most important info for road riding, while in Rally mode, the display becomes a true navigation tool complete with tripmaster.

The DesertX has four levels of Cornering ABS. **Levels 1 and 2 are designed for specific off-road use**, with level 1 dedicated to faster riders and **level 2 allowing less experienced riders to become familiar with typical off-road manoeuvres**, while reducing braking distance on dirt roads and ensuring the stability and safety criteria of our ABS. Levels 3 and 4 are optimised for road riding, offering maximum safety without ever being invasive. The ABS can be disabled for off-road use, in Enduro and Rally riding modes only.

The new **Ducati Quick Shift 2.0** makes gear changes more direct and precise, and **with no external sensors, it is less exposed to impacts, mud and**

dust. Thanks to these advanced electronics, the DesertX is fun and safe to ride on the road and performs well off-road, where it offers a more modern riding experience and significantly superior performance compared to the previous model.

Modern and essential, a true adventurer

The DesertX is a modern and lightweight off-road bike, and its style communicates this at first glance, following the principle of *form follows function*. The front end, which is 20 mm lower, makes the bike more dynamic and lightweight.

The side view of the bike, the cut of the fairing and the front light cluster reinterpret the concepts of the previous model in a more modern and dynamic way. Solutions such as the ducts that direct airflow to improve thermal comfort and the slimmer fuel tank protected by plastic covers make the bike more suitable for off-road use and enhance its aesthetics.

The tail has a technical and minimalist design. It allows accessories such as an auxiliary tank, passenger grab rail and side case frames to be fitted, leaving all the most important technical elements of the DesertX visible, such as the progressive rear suspension. The lack of body panels and the design of the rear light further emphasise the bike's off-road personality.

Ducati Performance to enhance the DesertX

For those who want to enhance the versatility, comfort or off-road performance of the DesertX, Ducati has developed a range of Ducati Performance accessories. **The rear auxiliary tank improves range**, increasing the total capacity by 8 litres, and is designed to be a first point of contact, thus **protecting the most critical components of the bike in the event of a fall**. The radiator guards and bull bar help make the DesertX even more unstoppable, while the larger plexiglass and reinforced hand guards improve comfort and protection for the rider. More traditional travellers will appreciate the capacity and robustness of the aluminium panniers with dedicated frames, while off-road adventure enthusiasts can choose the **soft bag kit without frames**, developed in collaboration with Mosko Moto.

On the electronics front, accessories designed for everyday use are available, such as the Ducati Multimedia System (DMS) for Bluetooth connection with your smartphone, and the Turn-by-Turn navigator, for always connected riding. Sports enthusiasts will also appreciate the approved silencer with titanium liners and carbon end caps, developed in collaboration with Termignoni.

Availability and colours

The new Ducati DesertX will arrive in European dealerships in April 2026. Distribution will then continue in the United States in May, followed by Australia and Japan in June. Of course, for A2 licence holders, a version with power limited to 35 kW is available.

DESERTX

Colours

- Matt Star White Silk

Main Standard Features

- 890cc V-twin engine
- Maximum power: 110 hp at 9,000 rpm
- Maximum torque: 92 Nm at 7,000 rpm
- Wet weight nfuel: 209 kg
- 18-litre polymer fuel tank
- Custom monocoque frame
- Custom trellis seat post
- 46 mm KYB upside-down forks, fully adjustable with independent settings on both legs, 230 mm of travel
- KYB monoshock, fully adjustable with remote preload adjustment, 220 mm of travel
- Custom double-sided swingarm with progressive linkage
- 2.15" x 21" front and 4.5" x 18" rear tubeless spoked wheels
- Front braking system with BrembM4.32 radial calipers and dual 305 mm discs.
- Pirelli Scorpion Rally Street tyres, 90/90 and 150/70
- Latest-generation electronics package with 6-axis Inertial Measurement Unit (6D IMU): ABS with four-level cornering functionality can be deactivated; Ducati Traction Control (DTC); Ducati Wheelie Control (DWC); Ducati Quick Shift (DQS) 2.0; Engine Brake Control (EBC).
- New petal joystick
- New 5" 800 x 480 full-TFT dashboard
- Riding Modes (Sport, Touring, Urban, Wet, Enduro, Rally)
- Full-LED headlights with DRL
- Ducati Brake Light EVO
- Provision for Ducati Multimedia System (DMS), Turn-by-Turn Navigation

* Where homologated

The new DesertX represents a significant, more modern and sporty evolution of the previous model. Building on the experience gained with the DesertX 937, Ducati has worked to make the bike lighter, even visually, easier to ride for less experienced riders and high-performance in the hands of professionals.

This second generation introduces a completely revamped project, combining the new V-twin engine, an advanced monocoque frame, and a contemporary design capable of expressing functionality, lightness, and distinctive character. The goal is to further improve the bike's overall usability and increase its off-road capabilities, responding to market demands and feedback gathered over long journeys and the most challenging adventures.

Conceived as a modern, lightweight, and efficient travel enduro, the DesertX maintains its DNA with its 21"/18" wheels, long-travel suspension and long range, allowing it to excel on the most challenging terrain while maintaining the excellent road riding capabilities of the previous model.

Design and Ergonomics

The new DesertX has been completely redesigned. The new, more modern technical configuration is reflected in the styling, which abandons the classic inspiration of Dakar legends and evolves towards a contemporary, functional and distinctive line. All this while maintaining a strong recognizability compared to the previous model through the elements that made the DesertX iconic, such as the optical signature of the front and rear headlights, and by modernizing components such as the now horizontal DRL.

The Centro Stile Ducati has worked in synergy with the research and development department to ensure that the design reflected the lighter weight and nimbleness of the new DesertX, following, as always, the principle of form follows function. In particular, the entire front end has been lowered to give the rider a more dominant riding position and the feeling of being 'above' the bike, rather than embedded in it. The inside of the windshield and the connections to the fuel tank have surfaces that are more seamless and refined than the previous model, making the look more professional and pleasing. The front mudguard now provides greater front wheel clearance, reducing the risk of accumulated mud blocking it on very heavy terrain. Furthermore, the new braking system now allows for the installation of a high mudguard without modifications.

Particular attention was also paid to optimizing the contact surfaces to better accommodate the rider and the body movements during off-road riding. The side panels, in particular, feature a textured surface to improve grip on the rider's knees.



The new DesertX conveys greater robustness from the very first glance, placing greater emphasis on technical components such as suspension, supports and guards, while minimizing the bodywork parts. The engine, seat post truss and shock absorber linkage are left as exposed as possible to give the bike a technical look and emphasize its essential and sporty nature, and the openings on the fairing in the front area improve the cooling of the bike. Similarly, the lower engine guard features numerous cooling openings that contribute to lightening the bike visually and preventing the accumulation of water and mud during off-road use. The double-sided swingarm, especially designed for this model, is more robust and has a more professional look.

The 18-litre plastic fuel tank is now protected by replaceable surfaces, making repairs after a fall easier and more cost-effective. The aluminium-reinforced side guards, the first point of contact in the event of a slide, are also replaceable. Likewise, the additional fuel tank accessory is equipped with side sliders that help protect the most important parts of the bike in the event of a fall, making the bike more robust and reliable for off-road use.

The new DesertX has a seat height of 880 mm, which can be reduced by up to 40 mm with the addition of the lowered seat and suspension kit.

Engine

The new DesertX is powered by the Ducati V2 engine, a 90° V-twin with coil spring return valve system. This new twin-cylinder engine is Euro 5+ homologated, has a displacement of 890 cc, and is equipped with the IVT (Intake Variable Timing) system and aluminium liners. Extremely compact and lightweight—it weighs just 54.9 kg in the DesertX version, a significant reduction in the overall weight of the bike of 5.4 kg compared to the Testastretta Evoluzione 11° on the previous model—it delivers 110 hp at 9,000 rpm and 92 Nm of torque at 7,000 rpm.

Thanks to variable timing, the V2 engine optimizes performance, power delivery and fuel consumption. Power at high revs is combined with sustained torque delivery at low and medium revs: 70% of maximum torque is already available at 3,000 rpm, more than 80% at 3,500 rpm, and between 4,000 and 9,000 rpm the value never drops below 90%. This is combined with more regular combustion at low revs, which provides very smooth delivery at small throttle openings, and a larger flywheel, which improves riding pleasure, especially during touring or in traffic, thanks to a smoother throttle response, while also making the bike more usable off-road.

In this version, the new V2 is equipped with a more powerful alternator to properly handle even the heaviest electrical loads and also offer a smoother throttle response during relaxed riding. The resulting 12% increase in inertia results in smoother operation at low revs despite an increase in engine weight of 0.51 kg.

Finally, the gearbox ratios were designed specifically for the DesertX, with a shortened first and second gear to improve low-speed usability and full-load acceleration. The fifth and sixth gear ratios have been lengthened (24/27 and 26/25 versus 21/24 and 25/26) while the final drive ratio has been shortened overall (15/46 instead of 15/40). Thus, the DesertX benefits from an overall ratio with the first four gears being 'shorter,' making it more usable and capable off-road, and the last two gears being 'longer,' allowing for lower engine speeds when riding on extra-urban roads and motorways, significantly improving comfort and fuel economy.

The gearbox features the new Ducati Quick Shift 2.0, which offers a more precise pedal feel and faster gear changes.

The spring-assisted distribution, introduced with the V4 Granturismo and confirmed on the new V2, has enabled the development of an engine that prioritizes smoothness at low revs and low maintenance. Valve clearance is checked every 45,000 km, confirming benchmark intervals for the category. For younger riders with an A2 license, a version with power limited to 35 kW is available. In this version, maximum power is 43.5 hp at 6,250 rpm, and maximum torque is 5 kgm at 5,750 rpm.

All information on the new Ducati V2 engine is available in the press kit.

Chassis

The chassis of the new DesertX has been completely redesigned, with the specific goal of achieving a more neutral, easy and intuitive ride off-road while maintaining the excellent on-road capabilities that surprised anyone who rode the previous model. The steering is now lighter and conveys nimbleness, while maintaining the right stability off-road, where the new DesertX proves more intuitive for beginners and effective for experts.

The chassis of the new DesertX uses a monocoque structure, designed specifically for this model, serving both as a frame and airbox, which uses the V-twin engine as a structural element. This compact and rational solution allows the DesertX to reach a weight with all fluids, without fuel, of 209 kg, 4 kg less than the previous model.

The 1,615.3 mm wheelbase and the steering geometry with 27.4° rake and 113.8 mm trail make the DesertX

stable at speed and on the road, while maintaining the nimbleness needed to overcome obstacles off-road.

Monocoque Frame

The monocoque structure is cast in aluminium and uses the new V-twin engine as a structural element, to which it is attached directly to the vertical cylinder head. In addition to fulfilling the traditional function of a frame, the monocoque also serves as a 12.5-litre airbox, closed at the top by the fuel tank. The frame houses the air filter, throttle bodies and fuel system complete with injectors. The air filter is now easily accessible: by fully turning the steering, simply unscrew three screws to remove the snorkel and filter, greatly simplifying the cleaning operations off-road.

The monocoque was specifically designed for this application to achieve lateral and torsional stiffness levels different from those of other models using the new V-twin engine. For this reason, the frame features a stiffening cross at the front and a closed opening on the left side, unlike other models.

The rear subframe maintains the tubular steel trellis structure, attached to the monocoque at the top and directly to the engine at the bottom. A removable section allows for easier access to the rear cylinder for valve clearance checks, making maintenance quicker and less costly.

Suspension

The DesertX is equipped with fully adjustable KYB suspension, which offers greater smoothness and improved performance compared to the previous version thanks to new calibrations and the insertion of progressive linkages with a full-floater design between the shock absorber and swingarm.

The 46 mm upside-down fork has 230 mm of travel and features hydraulic compression and rebound damping adjustments on both legs. The monoshock is fully adjustable, with a remote preload adjuster that allows for tool-free adjustment. The Sachs steering damper is mounted transversely to the steering.

The triple clamps have an offset that makes the steering lighter, making the bike nimbler and more enjoyable to ride at high speeds, especially on the road. The presence of full adjustments on both legs allows for finer tuning of the fork, and the progressive linkage on the rear suspension provides a smoother response in the first part of the travel and a firmer response in the second, thus improving the ability to absorb even the smallest bumps while simultaneously increasing comfort, support, and bottoming protection.

The dedicated double-sided swingarm, more robust and suitable for off-road riding, is die-cast from aluminium alloy and attached directly to the engine. Compared to other models in the V2 range, the swingarm uses a different attachment point to the

engine, with the pivot positioned 6 mm lower than the Multistrada. The rear wheel nut is now standard, simplifying maintenance even when off-road or during adventuring events.

Wheels and Tyres

The DesertX continues to offer wheels with 21" front and 18" rear dimensions: the typical sizes for off-road motorcycles. The choice of tubeless tyres is functional for both travel and safety. It combines greater reliability, greater safety in the event of a puncture and easier repairs. The rear wheel axle nut is now hexagonal, facilitating maintenance and wheel changes.

The original equipment tyres are Pirelli Scorpion Rally STR in the sizes: 90/90-21M/C 54V M+S TL and 150/70 R 18 M/C 70V M+S TL, making them the perfect choice for truly all-round use of the bike.

The DesertX will also be homologated for both off-road tyres (Pirelli Scorpion Rally 90/90-21M/C 54R M+S TL and 150/70 - 18 M/C 70R M+S TL) and road tyres (Pirelli Scorpion Trail 90/90 - 21M/C 54V TL and 150/70 R 18 M/C 70V TL).

Brakes

The new DesertX is equipped with a Brembo full braking system that ensures high braking efficiency combined with precision, modulation, and sensitivity at the brake lever, with excellent linearity between applied force and braking response. The bike is equipped with dual 305 mm discs at the front and a single 265 mm disc at the rear.

The front brake system, with M4.32 monobloc calipers, is controlled by an axial master cylinder with a newly profiled lever, combining excellent feel with class-leading braking power. The choice of brake pads was made with the goal of ensuring an easily manageable response during the initial braking manoeuvre and maximum efficiency during the second half of the braking process. Furthermore, thanks to a different layout of the connections between the master cylinder and the calipers, a specific kit is no longer necessary for mounting the high front mudguard, which can be attached directly to the lower triple clamp.

The rear brake pedal features a different leverage ratio than the previous model to improve modulation. Furthermore, the lever height is easily adjustable for quicker transitions from road to off-road.

Thus, the DesertX maintains a system response suited to sporty road riding while offering greater modulation for off-road use, making the bike more intuitive for less experienced riders and, at the same time, better performing in the hands of professionals.

Electronics

The new DesertX is equipped with a latest-generation electronics package. The functions are managed through a high-resolution 5" TFT colour display, positioned to offer the best possible visibility even when riding while standing. This display is ready for integration with the Ducati Multimedia System, allowing you to connect your smartphone, thus activating new functions such as music control, call management and turn-by-turn navigation (optional) with road directions directly on the display.

To emphasize the clean and elegant look of the new dashboard, the physical warning lights have been eliminated from the external panel and moved inside the display, with the sole exception of the red LED over-rev indicator. The rev counter and the gear indicator flash with a pulsating effect and turn green to indicate the moment of gear shifting and red to signal the intervention of the rev limiter. During the running-in period, the rev counter turns orange when the recommended rpm is exceeded.

The screen features three display modes (Info Modes) called Road, Road Pro and Rally (all with automatic switching between night and day backlighting) which differ in the type of information displayed and the corresponding graphic presentation. Using the joystick on the handlebar, you can switch directly between the Info Modes while riding.

The three Info Modes allow you to make the most of the dashboard's capabilities, changing the information displayed to offer the rider the best riding experience in every situation: Road Pro, for example, provides real-time information on the percentage of power and torque being used.

The Road view is designed to provide essential information for road riding. The circular rev counter bar occupies the entire right-hand side of the display, with the gear selected in the centre. On the left are the speed and the selected Riding Mode. The on-board computer data are located at the corners of the display, including the time, coolant temperature and air temperature.

The Road Pro variant increases the amount of information displayed, moving the rev counter to the centre to leave space on the left for the percentage levels of power and torque delivered. The parameters of the selected Riding Mode are visible on the right.

The Rally info mode includes the tripmaster function. This simulates the operation of the Tripmaster, used in rallies for navigation, allows the odometer to be manually adjusted using the buttons on the control block.

By installing the Ducati Multimedia System, the dashboard also allows Bluetooth pairing with a smartphone and a helmet communication system to



play music, answer calls and listen to the turn-by-turn navigation system, if installed. Furthermore, the DesertX offers two USB ports in the dashboard area for powering electronic devices.

Latest-generation electronic controls

The new DesertX is equipped with modern and sophisticated electronics, based on the use of a 6-axis inertial platform, capable of instantly detecting the motorcycle's roll, yaw, and pitch angles.

The DesertX electronics package consists of:

- ABS Cornering
- Ducati Traction Control (DTC)
- Ducati Wheelie Control (DWC)
- Ducati Quick Shift (DQS) 2.0
- Engine Brake Control (EBC)

The operating parameters of each control are associated by default with the six Riding Modes (Sport, Touring, Urban, Wet, Enduro and Rally). The rider can customize their riding styles and restore the default parameters set by Ducati.

ABS Cornering

The DesertX's ABS system includes the "cornering" function which extends ABS intervention even when the bike is leaning. Compared to other models in the V2 range, the DesertX system offers four levels of intervention instead of three to better meet the needs of all riders, both on-road and off-road, with two strategies specifically designed for off-road use by riders of varying degrees of expertise.

ABS level 1, associated by default with the Rally Riding Mode, is recommended for experienced off-road riders and provides racing-style ABS intervention on the front wheel only. Both the "cornering" function and rear wheel lift-up intervention are disabled for maximum performance.

Level 2 is recommended for off-road use by less experienced riders. The system manages both the front and rear braking systems, maintaining the cornering function active and allowing minor rear wheel locking. This ABS level is specifically calibrated in its initial intervention phase to correct incorrect manoeuvres typically made by off-road novices.

Level 3, unlike Levels 1 and 2, is a sporty setting suitable for road riding that allows for high deceleration while maintaining the cornering function and reducing lift-up control.

Level 4 is recommended for road riding in low-grip conditions. It ensures safe and stable braking in all conditions and constantly monitors rear wheel lift, even during more severe deceleration.

In the off-road Riding Modes (Enduro and Rally), ABS Cornering can also be completely deactivated.

Ducati Traction Control (DTC)

The Ducati Traction Control strategy used on the new DesertX is specifically designed for both road and off-road use. In addition to interfacing with the 6-axis inertial platform and adapting intervention and wheel slippage to the bike's lean angle, the software significantly improves power management when exiting corners thanks to the new "predictive" control strategy.

By acting not only on the instantaneous value of rear wheel slippage, but also on its variation, it intercepts loss of grip more quickly and reduces slippage peaks, thus ensuring faster and more consistent intervention and allowing for more precise intervention calibration in off-road riding, where drifting is a manoeuvre that the rider seeks to improve performance. All this translates into greater vehicle stability when exiting corners, even in less-than-optimal grip conditions on the road, and overall faster acceleration and improved performance.

DTC, in addition to managing ignition advance and injection, intervenes in the throttle body valves when

rapid control intervention is not necessary, allowing for optimal combustion parameters to be maintained and for smoother engine response and intervention. The control can be set to eight different levels (four designed for off-road riding and four for road), allowing the rider to adapt the control strategy to their riding style, context, and grip conditions.

Ducati Wheelie Control (DWC)

The DesertX is equipped with the latest version of Ducati Wheelie Control (DWC), with four selectable intervention levels. This system, using information from the IMU 6D, controls wheelies and allows maximum acceleration performance to be achieved easily and safely. DWC now more accurately detects the presence and severity of wheelies and intervenes to control them with greater precision, thus responding even more closely to the rider's inputs. Naturally, to avoid interfering with off-road manoeuvres, DWC is disabled by default in the Enduro and Rally Riding Modes.

Ducati Quick Shift (DQS) 2.0

The DesertX uses the second-generation DQS introduced on the Panigale V4. Compared to a traditional quickshifter, the gear lever no longer features a Hall-effect microswitch, as the shift strategy is based solely on the gear sensor located on the shift drum. The benefit for the rider is a more direct shift feel, with a shorter, repeatable, and less "rubbery" travel, which is particularly appreciated during sporty riding. Furthermore, the lack of an external microswitch makes the control less exposed to dust, impacts and water, improving the system's reliability.

Engine Brake Control (EBC)

EBC (Engine Brake Control) was developed to help riders optimize the stability of the motorcycle in extreme cornering conditions and during off-road use, balancing the forces applied to the rear tyre under heavy engine braking. In its road-specific settings, the DesertX's EBC (optimized for lean angle) monitors the throttle valve position, selected gear and crankshaft deceleration of the new V-twin engine during aggressive braking and precisely adjusts the throttle opening to balance the torque forces applied to the tyre. In its off-road settings, the EBC offers a less invasive behaviour, reducing the risk of unwanted locking-up when downshifting due to engine braking.

Riding Modes

The Riding Modes allow you to choose from six different pre-set riding styles, ensuring the DesertX's behaviour is perfectly suited to the rider, the type of track and the environmental conditions. Two modes are specifically designed for off-road riding and for riders of different skill levels. Each Riding Mode is associated with a different control parameter setting: selecting the different Riding Modes allows you to

instantly vary the engine's character and the intervention of the electronic controls.

Sport Riding Mode

The Sport Riding Mode is the absolute best performing on asphalt. In this Riding Mode, the engine is set to maximum performance and delivers the full 110 hp, offering the most direct throttle response available and the High Power Mode.

Touring Riding Mode

In the Touring Riding Mode, the maximum power of the V-twin remains 110 hp, but engine delivery becomes smoother and more sensitive. Active safety is enhanced by the increased level of DTC and DWC intervention.

Urban Riding Mode

In the Urban Riding Mode, engine power is reduced to 95 hp and the throttle response is soft, as in the Touring mode. DTC and DWC switch to a very high level of intervention.

Wet Riding Mode

The Wet Riding Mode is designed for wet asphalt conditions. In this mode, the electronic control intervention level is set to maximum to ensure greater safety and stability even in unexpected situations.

Enduro Riding Mode

The Enduro Riding Mode is designed to be effective in any off-road situation, even for riders with little off-road experience. The Offroad Power Mode limits maximum engine power to 75 hp, but throttle response is rapid, ensuring the necessary responsiveness to overcome obstacles encountered off-road. In this Riding Mode, the ABS, set to level 2 by default, can be deactivated. Ducati Wheelie Control is deactivated.

Rally Riding Mode

This is the highest-performance Riding Mode dedicated to off-road riding, allowing more experienced riders to fully exploit the DesertX's off-road capabilities. The engine delivers 110 hp and the throttle response is particularly responsive, allowing obstacles to be overcome with the classic "blip" of the throttle. DWC is deactivated and DTC is set to a very low level, allowing controlled rear wheel spin. ABS is set to level 1 by default but can be deactivated.

Power Modes

The Ducati DesertX features four Power Modes, each with four different engine mappings that allow you to tailor the character of its V-twin engine to your needs and riding ability.

- The "High" Power Mode delivers 110 hp with dynamic throttle response. This mode is paired with the Sport and Rally Riding Modes.

- The "Medium" Power Mode delivers 110 hp but offers a gentle throttle response. This mode is paired with the Touring Riding Mode.
- The "Low" Power Mode limits power to 95 hp and offers a particularly smooth throttle response. It is paired with the Urban and Wet Riding Modes.
- The "Offroad" Power Mode delivers 75 hp with a lively and responsive throttle response. This Power Mode is combined with the "Offroad" Riding Mode.

Coming Home

The Coming Home function improves convenience and comfort. It makes it easier to see your surroundings when arriving home in the dark. After turning off the motorcycle, the low beam headlights remain on for 30 seconds before turning off automatically. This function can be enabled from the Menu.

Ducati Brake Light (DBL) EVO

The new DesertX is equipped with the Ducati Brake Light EVO to improve safety in urban traffic. In the event of sudden braking from a speed above 55 km/h

(34 mph), the rear light flashes rapidly to warn following vehicles. The hazard light activates when deceleration drops below a predefined threshold, and the rear brake flasher automatically deactivates.

Accessories

Ducati Performance offers a wide range of accessories to personalize the new DesertX. Among the most notable are a rally seat, which combines the rider and passenger seats for greater efficiency in off-road riding, an additional 8-litre fuel tank and a high front mudguard, which can now be easily mounted as an alternative to the low one.

For touring, the catalogue includes aluminium side cases which, combined with the top case, give the bike a total cargo capacity of almost 120 litres, additional LED headlights, a centre stand and heated grips. Also available are a homologated Termignoni exhaust and a Termignoni racing exhaust (not homologated), which, thanks to its dedicated mapping, increases power by 6 hp.



DOCV EVENTS

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UPCOMING RIDES

Several rides are being planned for the coming months. Keep an eye out for new rides in March and April, 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 March meeting at the Manningham is on Tuesday the 10th due to many club members being away in Tasmania on the annual Tiger Hunt.

NDR '26. 50 years as a Club, Event and Meeting

From 27 Mar 2026 to 29 Mar 2026

This event is interstate in Mudgee, NSW

We here at DOCV in Victoria have just received this from our fellow club of DOCNSW.

If you would like to be a part of this in 2026 celebrating 50 years as a club. DOCNSW will be celebrating the same and have invited us to join them to celebrate our 50 years as a club as well.

Ducati Bologna, Italy will be celebrating 100 years. So its going to be a big year.

Please reach out to any committee member and discuss if you would like to be involved and play a part in next years activities.



Mini Turismo – Heyfield

From 25 Apr 2026 8:00 AM to 27 Apr 2026 4:00 PM

Leaving from Butlers Pantry, 1090 Wellington Rd, Rowville

Registration Costs:

- 1 Single Bunk Bed One night Dinner & Breakfast – \$140.00
- 1 Single Bunk Bed Two night Dinner & Breakfast – \$280.00
- Couple Room One night & Dinner & Breakfast – \$275.00
- Couple Room Two night & Dinner & Breakfast – \$545.00

This weekend will focus around Heyfield. With rides up Licola, Dargo and Toora.

The plan for this one is for one or two nights accommodation in Heyfield. The choice is yours. You can choose just to stay Saturday night and ride home Sunday afternoon or you can stay Saturday and Sunday nights then ride home Monday.



All prices include Accommodation, Breakfast and Banquet Dinners each night. (Breakfast is an Egg & Bacon Roll and a coffee)

Remember this is not an advertised long weekend however the Saturday is Anzac Day.

I have booked out the entire hotel in Heyfield at 'The Lodge', Temple St, Heyfield. We have created a one

and two night package including banquet dinners on both nights in our pricing with an Italian themed night Saturday night in honour of our 50 years as a club in Australia. We will have the entire hotel to ourselves which includes: 2 separate lounge rooms, dining room and our own Bar (staffed - of course). There is a secure lock up area for our motorcycles.

Saturday 25th April. Starting from Butler's in Rowville we will take a bit of wander up to Heyfield arriving approximately midday. Here we have an outdoor BBQ lunch arranged for us by Neil Cater of 'The Heyshed Motorcycle Shed' Just up the road 5 minutes from the hotel. After lunch we'll go for a run up to Licola and back or you can sit back and relax in Heyfield. Dinner will be at The Lodge. Banquet Style - Italian themed.

Sunday 26th April. It's a day up to Dargo and back and the surrounding areas with a return coming around from the southeast for those who need to return home to Melbourne that night (or for those who can only do the one night stay).

For those who will be staying on for the two nights, dinner will be at The Lodge. Banquet Style - Mexican themed.

Monday 27th April. We leave the sunny acres of Heyfield and head south to Toora where we will traverse the coastline down Wilson's Promontory, Inverloch & Wonthaggi ultimately winding up in Pakenham where the tour will officially finish. However, for those who want to continue Northwest I will continue the ride up through Gembrook to Seville and onto Yarra Glen.

All Accommodation are bunk share rooms for singles with shared bathrooms.

There are 5 x couples rooms which are separate bedrooms with shared bathrooms.

Visit website for full details. <https://www.visitheyfield.com.au/thelodgeheyfield>

In the event that all 'couples' rooms are not taken I will create a waitlist for those who would like one of these rooms. These rooms would require an extra \$40 per night should they become available to you. The waitlist will be created by who contacts me first via email advising me of this request. I can assure you that all rooms and facilities are clean and neat and very well laid out as the hotel has only recently been renovated.

Queries: Chris - captain@docv.org

New Members

Welcome

Six new members joined the DOCV over the past month.

- **Gregory Ayers**
- **Neil Gangi**
- **Andrew Kozak**
- **Andrew Mullen**
- **Gary Tait**
- **Dale Wright**

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



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