

DUCATI

The Redline Magazine

1|2018



PANIGALE V4

Sinfonia Italiana

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DUCATI**

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**Veicoli
Commerciali**

Sinfonia italiana

Claudio Domenicali
AD Ducati Motor Holding

2017 was a very busy year, with countless events that kept our hearts racing every single day. All sorts of exciting developments took place under our trademark red flag, which flew high as our company continued to move forward on all fronts, as demonstrated by its sporting achievements, the new features launched in the mass production sphere and the activities with our community.

We had to have our engines running at full speed all year long in order to keep up with the thrills of the races and the everyday endeavours to ensure that the company made concrete, ongoing progress. In 2017 we set a new sales record, which has motivated us to do even better in 2018.

2017 proved to be an unforgettable emotional rollercoaster: the MotoGP championship kept us on the edge of our seats up until the last race, in a season that beat all our expectations. With no fewer than six wins to his name, Andrea Dovizioso was in contention for the world title right up to the very last bend and he was involved in some closely fought battles that sometimes continued right up to the finishing line.

We're looking forward to another year full of exciting challenges and an unmissable event in Misano: the tenth World Ducati Week.



The growth of the Land of Joy has been just as impressive. It is now even bigger thanks to the introduction of a new engine option, in the shape of the three different versions of the Scrambler® 1100. The new additions were unveiled at the breathtaking Ducati World Première 2018, along with lots of other fresh creations such as the Multistrada 1260, 959 Panigale Corse and Monster 821. The event was broadcast live by SKY Sport HD and the live stream was watched all over the globe by more than 230,000 people. Next it was the turn of the eagerly awaited Panigale V4, which was presented to the public at the

Milan Motorcycle Show in November. Along with our other new products, the Panigale V4 stole the spotlight and was named the "star" of the exhibition by visitors, with more than 61% of the votes. Journalists from all over the world took it for test rides on the track in Valencia in January. The motorbike is a masterpiece of engineering that stems directly from the prototypes used in MotoGP races. The engine in the Panigale V4 is not just "new", it is a ground-breaking creation that marks a huge step forward in Ducati's technological history, on a par with the introduction of L-twin cylinders in the 1970s. This is



Ducati 2018

World Première

not only due to the new cylinder arrangement, but also thanks to the advanced nature of the "Desmo" distribution system, which on this model has reached unprecedented heights in terms of sophistication, performance and reliability. It is an innovative gem and it embodies the forward-thinking stance that has always been one of our distinguishing features. As we move into 2018, challenges are the name of the game: we've set ourselves some significant goals and pledged to outdo ourselves once again. This year we're also marking 25 years of

the Monster, which revolutionized the motorcycling world and still today epitomizes the very essence of naked sport bikes. It will be a unique opportunity for us to celebrate the passion that brings us together. It will all be part of the proceedings at the tenth World Ducati Weekend at the Misano circuit from 20 to 22 July 2018.

We look forward to seeing you there! We're ready to take on 2018 at full throttle.



World Ducati Week 2018: the sound of passion

World Ducati Week, the biggest gathering of Ducati Community, celebrates this year its 10th edition.

Summer, Italian style, the Adriatic Riviera, the city of Bologna and the roar of thousands of Ducati: join us from the 20th to the 22nd of July, at Marco Simoncelli Circuit in Misano Adriatico, to enjoy a three-day party of passion, fun and adrenaline.

You will meet the heroes of the MotoGP and Superbike championships and you will have the chance to see the new Ducati 2018 range, test your riding skills at DRE Academy courses, meet the Ducati heroes and watch breathtaking shows. In addition, you can immerse yourself in the pure fun of Scrambler's Land of Joy. And you can't miss it!

To purchase a discounted ticket or to get more information, contact your local dealer.

Find out more at wdw.ducati.com

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#WorldDucatiWeek #DucatiEvents #Ducati

WDW2018
WORLD DUCATI WEEK
20th - 22nd July / Misano, Italy
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Combined fuel consumption in l/100 km: 8.8; combined CO₂ emissions in g/km: 199; efficiency class: G. Fuel consumption and CO₂ emissions data as well as the efficiency classes are dependent on the choice of wheels and tires.



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#welovemonster.
25 years Monster.



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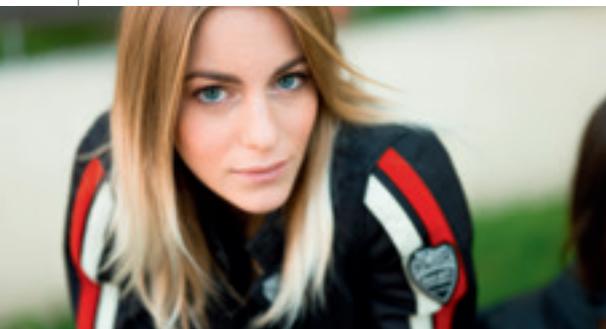
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Multistrada 1260.
Expand your
comfort zone



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2017

Slide Control
Wheelie Control EVO

2016

Traction Control EVO

Safety Innova

2015

Cornering Lights & Lens LED HBH
Bosch Cornering ABS
Wheelie Control
Cruise Control

2014

Full Range with ABS
Airbag Integration

18

Cornering DQS
Cornering ABS only Front
Dynamic Slide Control

2008

Traction Control

2009

Led Lights

tion & Quality

2010

Riding Mode
ABS
Electronic Suspensions

2012

Skyhook Suspensions
Full LED Headlamp



DUCATI

MULTISTRADA
1260S



evolución
safety
bedürfnisse
ショックアブソーバー
innovation
futuro
technology
reisen
エレクトロニクス
assetto
comfort
sensaciones
contrôle

From springs to the semi-active

One road, one bike. Two entities whose journeys merge, for a fraction – a thousandth – of a second. Bike and road meet, moment after moment. It is as if the ribbon of asphalt were constantly unspooling beneath its wheels, no point the same as the one before, always different. The road changes and the bike is obliged to adapt. The more swiftly it can do so, the better the bike can convey what is transpiring beneath its wheels to its rider. The better the bike communicates, the more that chemistry – an affinity that every rider understands – increases. That is the magic that separates an ordinary motorcycle from a bike that will give you one-of-a-kind experience.

The suspension is the “filter” that separates us from the road. While it may seem timeless, the suspension has, in truth, evolved so much as to be entirely different from its predecessors.

When it comes down to it, the vision is so simple as to be disarming. The fork: two tubes that slide into one another. The damper: a spring, a cylinder, a piston. It is precisely within those tubes and the cylinder that the magic happens. Oil and calibrated orifices work together with the springs to create a perfect set-up, either helping you to race down the track or simply making your journey more comfortable. It’s what makes you feel that affinity with your bike and experience the true pleasure of riding.

Has it always been this way? Not remotely. The first motorcycles were rigid, in the true sense of the word. There was no buffer between the rider and the tarmac, only a frame. It was far from ideal. The only thing absorbing shocks was the rider’s back, and that got tiring pretty quickly. The earliest technical developments introduced were intended not so much to improve the ride as to make it more comfortable. The frame was still rigid, but underneath the seat the first springs appeared, and with them the first rudimentary front spring shackle suspensions.

A close-up photograph of a red motorcycle fairing. The fairing is glossy and features the text "DUCATI SAFETY PACK" in white, bold, sans-serif capital letters. To the left, a gold-colored fork is visible, partially obscured by the fairing. The background is dark and out of focus, showing parts of the motorcycle's engine and wheel.

DUCATI
SAFETY
PACK



Safety, Innovation & Quality

The Technical Evolution of the Suspension

Then came the swingarm, but they were just springs, working to dampen the oscillation with cork pads.

It feels like prehistory, and yet it was only about eighty years ago – the briefest of spans, but a geological era in terms of technological evolution. In the end, a true revolution took place inside those tubes that slid into one another – one that was invisible from the outside but obvious once you were in the seat. First there were springs and grease, then springs and oil. However, their work became increasingly more exact, more “symbiotic” as time passed. The fork was “inverted” in an attempt to increase stiffness and reduce the unsprung mass. The damper was pressurized with nitrogen gas, making it increasingly sensitive, precise and tireless. Nevertheless, all of this still fell in the realm of the god of mechanics; the workings of the apparently timeless suspension were left to be overseen by human hands. Box wrenches and screwdrivers were the tools that determined spring preload, while “click adjustments” to the hydraulics determined the damping force. The advent of electronics was akin to a Copernican revolution. Tools disappeared, the suspension became “intelligent”, began to think for us, “interpret” the road, adapt to suit the rider, always providing the perfect set-up. It was an epochal change that completely altered the concept of the set-up.

The time of compromises is in the past. Whether shaving a tenth of a second off a lap time or adapting the set-up of a touring bike to suit load and road conditions, the perfect set-up is no longer an unattainable ideal. Not any more.

Variations on being semi-active

Semi-active suspensions are not all created equal. The bikes, on which the suspensions are installed, may have differing needs and therefore require different types of suspensions. The Ducati Multistrada was the first to come equipped with the semi-active suspension system named Skyhook. This system was able, in just a few milliseconds, to react to uneven patches in the road, to recognize, by communicating with the bike's other sensors, whether the rider was accelerating or braking and adapt the set-up in real time as a consequence. The purpose of this suspension was to always keep the bike "horizontal", as though it were tethered to a point in the sky as opposed to resting on the ground. Hence the name, "Skyhook".

The next logical step became interfacing with the Riding Modes, meaning that each Riding Mode was made capable of changing completely the way that the bike handles: from the throttle response to the set-up, which can be made more firm or more comfortable depending on the selected setting.

The semi-active sport suspension, which achieves the peak of its technological glory in the Panigale V4, has a different purpose. Clearly, its objective is absolute performance. Thanks to the inertial platform, the electronics employ an event-based control system, interpreting what the motorcycle is doing and adapting the suspension's hydraulic brakes in real time, so as to improve traction, braking, acceleration and the rider's rapport with the bike. During the course of a single lap, the bike transforms like a chameleon, changing its set-up hundreds of times, in order to provide the perfect set-up, which translates into the perfect lap.

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Motoc



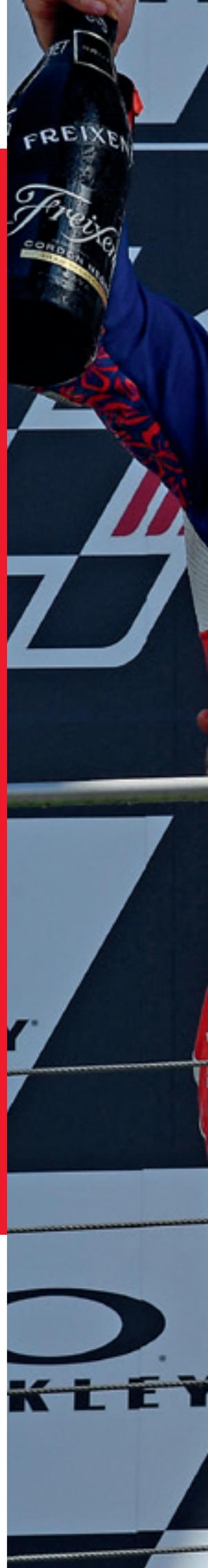
OGRP

#Mugello, 4 June 2017

1 “Today we’ve seen an outstanding result that is the just reward for the commitment and hard work of all the guys at Ducati Corse in the last few months, so I would like to dedicate this fantastic win to them.”

Claudio Domenicali, CEO of Ducati Motor Holding

It was an unforgettable day for the Italian team and Ducati fans all over the world. The Mugello hills provided the backdrop as Andrea Dovizioso triumphed on his Desmosedici GP in a magnificent race at an exceptional circuit. Danilo Petrucci’s third-place finish underlined Ducati’s superiority among the turns and straights of one of motorcycle racing’s most iconic tracks. Nowhere else in the world can rival the crowd in Mugello, who saw with their own eyes that the team, Dovizioso and the Desmosedici GP could set their sights on an overall crowning win.





PREMIER LIGUE
DUCATI

OCTO

PRAMAC
DUCATI

9

FREIXENET
Freixenet
CORBON

FLEX-BOX

DUCATI

DUCATI



2

Ducati's domination continued on a new track. Andrea Dovizioso followed up his success in Mugello with a second win of the season, finishing ahead of Márquez and Pedrosa of the official Honda team. It was a historic triumph at a circuit where Capirossi claimed Ducati's first victory in 2003 and Stoner repeated the feat in 2007. Ten years later Andrea Dovizioso was on top of the podium, with an impressive fourth-place finish for Jorge Lorenzo underlining the fact that the Desmosedici GP was the motorbike to beat.

#Catalunya, 11 June 2017

"After the magnificent win seven days ago in Mugello, we've achieved another fantastic result today! I really am very happy!"

Luigi Dall'Igna (General Manager of Ducati Corse)

3

And that makes three! Andrea Dovizioso wins again! In Austria he battled it out with Márquez turn after turn, vying for control of every inch of the track. They duelled at close quarters right up until the last corner and Dovizioso eventually came out on top.



#Red Bull Ring, 13 August 2017

“It was an astounding race and in fact the whole weekend was amazing, especially the last corner of the last lap. I managed to hold on and I won!”

Andrea Dovizioso (Ducati Team #04)



#Silverstone, 27 August 2017

4

"I'm delighted about our first-place finish today – the fourth one this year – because we're winning very different races. We're highly focused on our working method, which is proving successful."

**Andrea Dovizioso
(Ducati Team #04)**

At the British Grand Prix, Andrea Dovizioso claimed his fourth win of the season on his Desmosedici GP. The Italian started in sixth place on the grid and moved up through the field lap after lap, undauntedly overtaking and pulling away from the best riders in the world. Jorge Lorenzo came fifth. The Desmosedici GP's superb reliability, exceptional performance and overall balance underlined its leading status on all tracks.



SLAM
MILANO
DUCATI
TIM
UnipolSai
SICURAZIONI

Freixener
CORDON NEGRO
CAVA
PREIXENERS

DUCATI

Freixener

PREIXENERS

novistar

5

“It was very tense today but we’re really pleased with the final result! Andrea was outstanding and he rode a truly perfect race.”

Luigi Dall’Igna
(General Manager of Ducati Corse)

#Motegi, 15 October 2017

Some races take your breath away. As the sun was rising in Italy, on the other side of the world Andrea Dovizioso and Marc Márquez went head to head right up to the last corner, with no holds barred. In this clash of the giants, no one was prepared to back off and miss out on the win, despite the challenging conditions caused by the rain. It was an unforgettable race that showed that the Desmosedici GP is capable of fighting for first place in all kinds of weather. Danilo Petrucci joined Dovizioso on the podium, in third place.







6

#Sepang, 29 October 2017

Andrea Dovizioso and Jorge Lorenzo dominated the race on the wet Sepang circuit and earned fabulous 1st and 2nd positions on the podium in Malaysia.



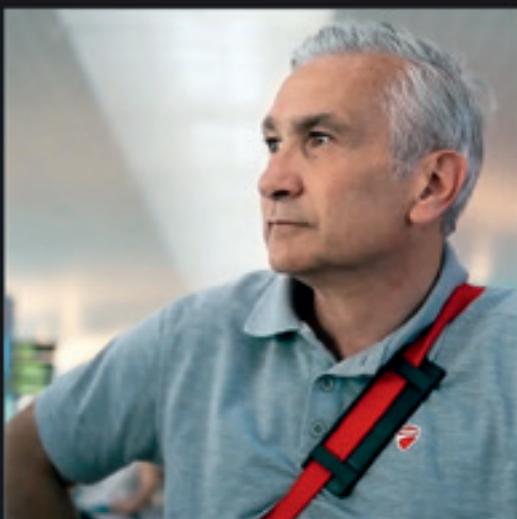
#MotoGP2017

Andrea Dovizioso
and Jorge Lorenzo:
the riders. Michele Pirro:
the test rider.

Luigi Dall'Igna:
the General Manager.
The team, on the track
and in Borgo Panigale.
The Desmosedici GP
2017, which will go down
in history, along with
Dovizioso's six wins and
an exceptional season.
The perfect way to
sum up a magnificent
season.

Stay tuned!

Ducati Corse Team Apparel



Travelling with the Corse Team

The signature colours and style of the Ducati MotoGP Team are immediately recognisable. Unmistakable on the track, it transforms into a less serious look for those moments of relaxation between one race and the next. Always 100% Ducati.

When you are away from home 95 days a year, doing a job with serious responsibilities, the clothing and equipment you take with you has to be equal to the task: practical and made with quality materials. That is why the men on the Ducati Team have chosen Ducati sportswear for their travels. It is a life lived "on the road", requiring 56 flights to get to tests and races, a total of 560,000 km of travel that take the team to 14 countries, 4 continents and 36 different hotels per year. All with one common goal: to keep the Ducati colours flying high. The same colours that distinguish the clothing and accessories chosen by the team. Distinctive apparel to be worn with pride, as it represents Ducati's hard work and success on race tracks around the world.

THE NEW DUCATI EYEWEAR COLLECTION



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The eyewear collection that combines Mondottica's expertise in the world of eyewear with the unmistakable design of Ducati.

Products available in Spring 2018.

A season to remember thanks to the number of wins by Chaz Davies who finished second place in the riders' championship.

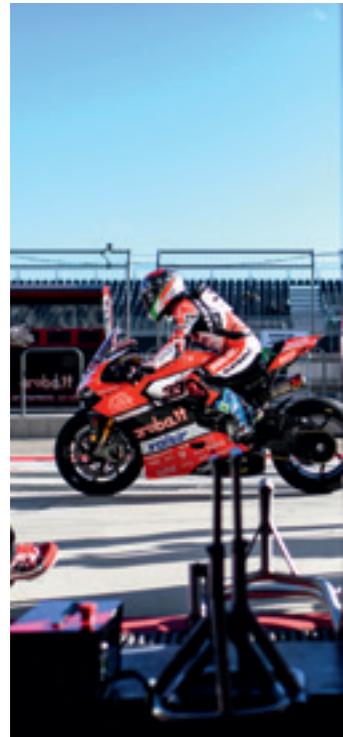
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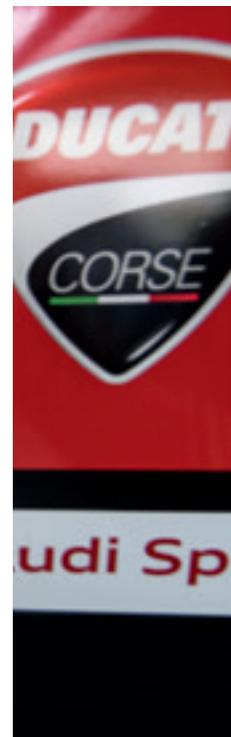


rbike

Superbike

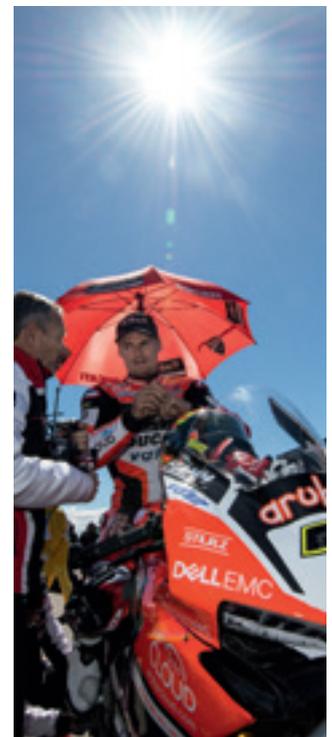


The Ducati Panigale R put in some spectacular performances, came out on top in many battles and claimed second place in the manufacturers' championship. Davies also finished second in the riders' championship, while Melandri came in fourth.

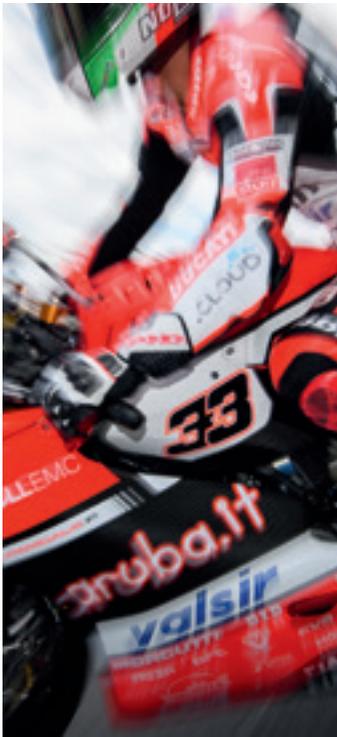




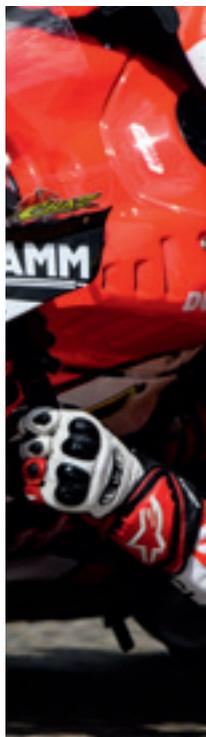
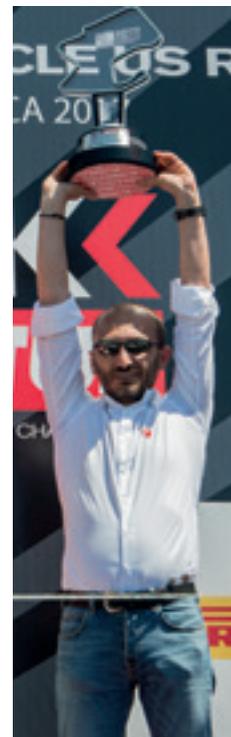
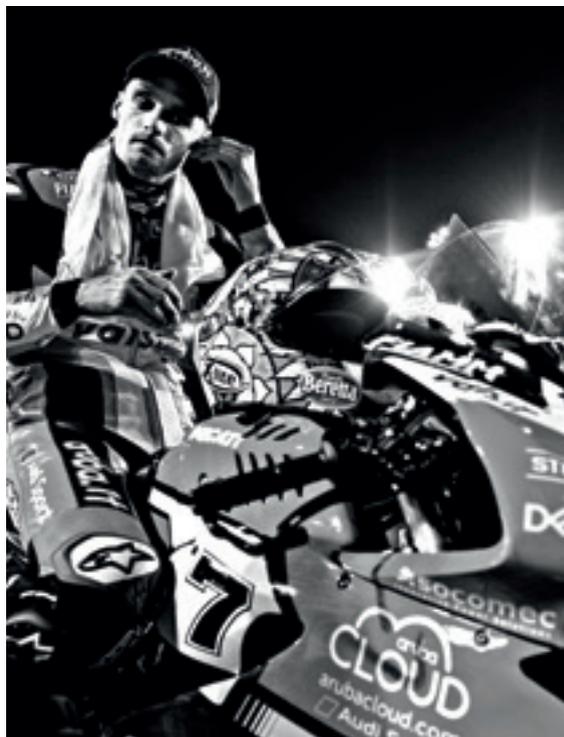
Chaz Davies, Marco Melandri and the Panigale R: during the 2017 season, the team constantly pushed themselves to the limit, overtaking and pilling away at every opportunity. The motorcycle is a lightning-fast symbol of Ducati's dedication to production-based bikes. The riders are ready to do what it takes to gain as many points as possible. There were podiums galore last year, including fabulous doubles by Chaz Davies at both Imola in Italy and Germany's Lausitzring. The British rider stood on the top step seven times altogether: as well as in Italy and Germany, he won at Aragon, Laguna Seca and Magny-Cours. Marco Melandri flew the flag high for Italy with a win in the second race in Misano Adriatico.

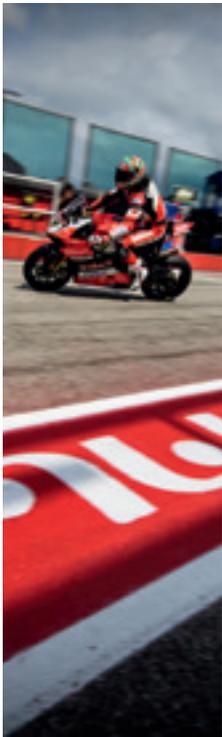


Superbike

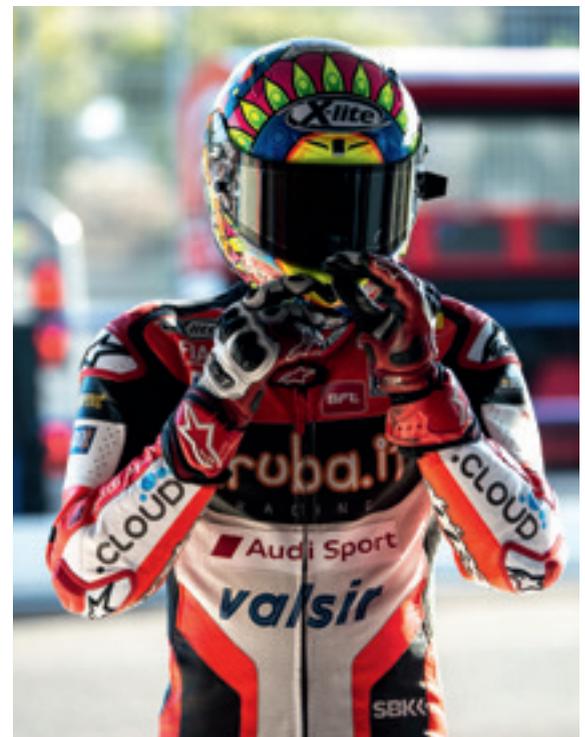
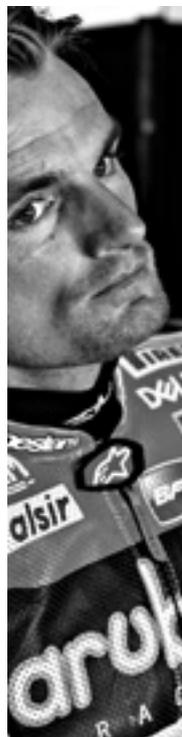


On his Panigale R, Chaz Davies was Jonathan Rea's biggest rival. The Welsh rider's total determination, exceptional skills, fighting spirit and friendly nature make him the perfect ambassador for the Ducati ethos in Superbike racing. Hugely popular with the fans due to his talent and generosity, Chaz is bound to be back in the spotlight in 2018, when manufacturers and riders will have to radically change their strategies due to the new technical regulations. Marco Melandri won in Misano Adriatico during his first season with the Aruba.it Racing - Ducati team. He was an invaluable resource thanks to his experience at the top and his approach to development.





The success story continues for the production-based twin-cylinder bikes. In 2018, our only objective will be to come first in the championship.





A white and red motorcycle is partially visible on the left side of a winding asphalt road. The road curves to the right, bordered by a concrete curb and a red and white striped barrier. The background is filled with lush green trees and foliage. The text is overlaid in the center-right of the image.

sport

performance
technologie

スタイル

seguridad

protection

freedom

comodidad



The two-piece Ducati Corse riding suit in Tutu cowhide leather is also available in a tailor-made SuMisura version (www.ducatisumisura.com). It goes perfectly with the Ducati Corse SBK helmet and Performance gloves, both in black.

On the facing page, the Ducati Corse Tex Summer fabric jacket is eye-catching due to its large mesh insets, which ensure excellent breathability even on the hottest of days. To complete the outfit, Ducati recommends Company technical jeans and the Ducati Corse SBK helmet and Sport gloves, in red version.







Making their *début* in the 2018 collection, the leather apparel featured on these pages is the result of Ducati's recent partnership with the brand Alpinestars: jacket, trousers and gloves in Speed Evo leather strike a perfect balance between comfort and technical performance. Of the many designs featured in the collection's range of helmets, two that stand out are the Ducati Checkmate with a gloss finish and Ducati Recon in a modern matte finish.



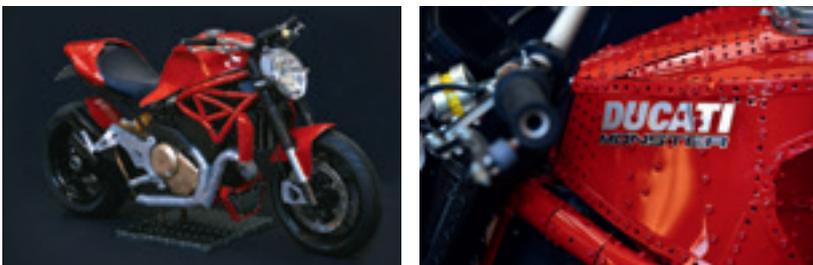
Thanks to its recent partnership with sector leader OGIO, Ducati has developed the Redline range of technical bags and luggage, which includes the preformed, aerodynamic, water-resistant B1 knapsack, designed to retain its shape in the wind.

By  **OGIO**

UNMISTAKABLE DUCATI DESIGN, 100% MECCANO STYLE!



It's really true, bikes are ageless! The Monster 1200 S is the first model in the new range of kits by Meccano, a leading brand in the children's toy sector that has now created a construction line dedicated to Ducati.



Meccano strips have been used to build the Monster 1:1 scale model that faithfully reproduces the bike.

MECCANO

www.meccano.com



Fit & Ride

Squat

Squats are a basic form of exercise. Completed properly, they work, tone and define not only the lower limbs but also the abs and the back muscles.

Plank

Planks put to work almost all of the muscles in the body and they are a great way to get a flat stomach, sculpted abs and a better posture.

Mountain Climber

Mountain Climbers are a form of high-intensity exercise that increases your heart rate, boosts your metabolism, helps to build up the strength in your legs and enhances your agility.

Push Up

Push-ups are a type of bodyweight exercise. As well as toning and defining the muscles in the upper body, they help to protect the joints and ligaments from injury.

Being in top form for a motorcyclist also means making sure you are physically fit. A toned body ensures greater control of your movements and consequently, over your bike. This is true regardless of your level of experience, as fitness has an impact not only on performance, but also on how enjoyable and safe your ride is, whatever the conditions.

Ducati and Technogym

Improving your fitness helps you to have better control of both your body and your motorcycle in all riding conditions: off-road, on the track and on the road. Ducati and Technogym – a leading name in fitness and wellness – have put together a workout routine for the participants in the DRE Enduro Academy.

Thanks to the supervision of a Technogym master trainer, the participants in the DRE Enduro Academy can attend the course in optimum shape to perform at their best. After all, when your body is in good condition it tends to react better, thus improving your performance and increasing the levels of both fun and safety on your motorbike.

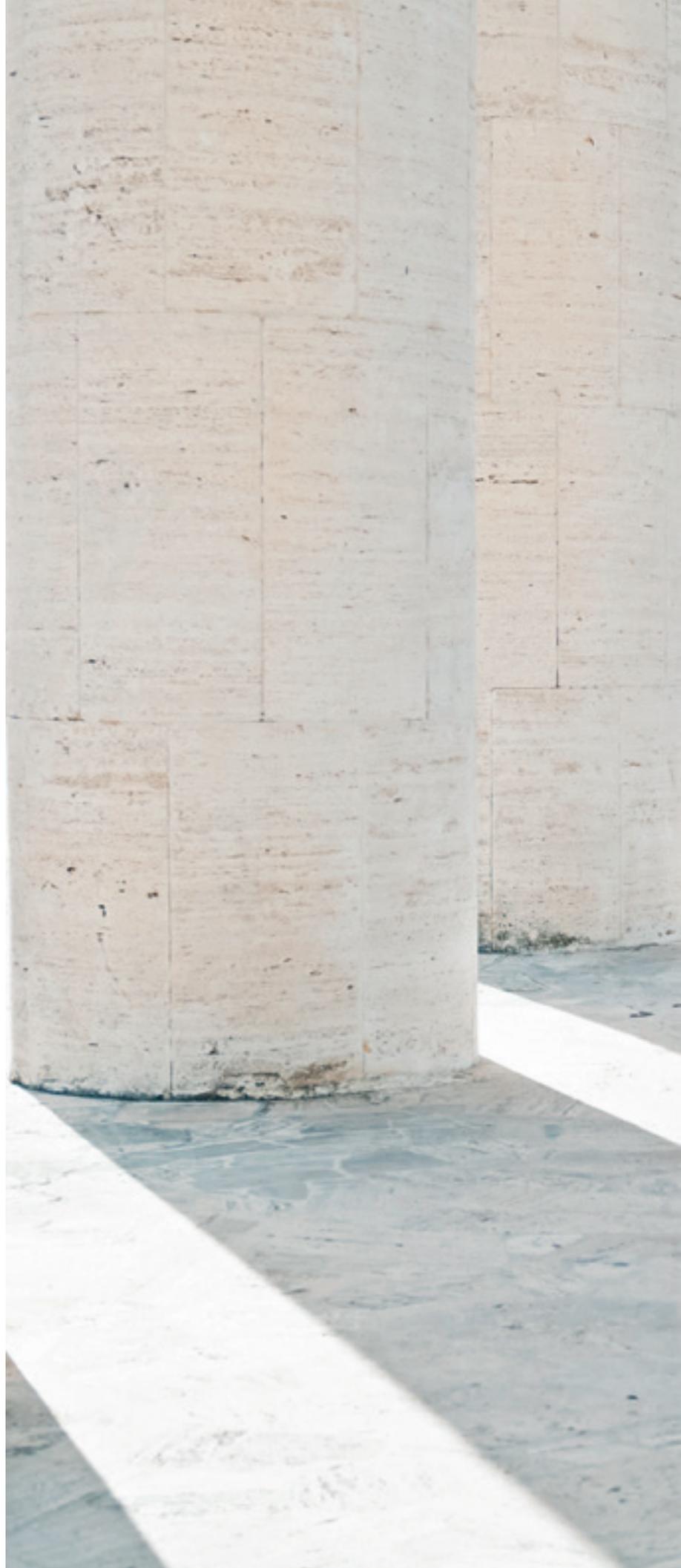
For more information about Ducati Riding Experience Enduro, see dreenduro.ducati

POWERED BY



Hand-stand

Handstands are a key part of bodyweight exercise-based training. As well as a form of exercise, they are an unparalleled display of coordination and balance.





To ensure the maximum freedom of movement, the Ducati Corse Stripe t-shirt is made of 100% cotton in a wide range of sizes, while wearing the Diadora GP Team Replica 16 trainers.





On the opposite page,
the Ducati Corse Sketch
sweatshirt for training on
the coldest days.

This page: red Ducati
Corse Speed t-shirt for
men and Ducati Corse
Speed vest top for
women.



Stretching involves a
series of movements
that extend the
muscles, tendons and
joints. If it is practised
on a regular basis, it
can promote good
muscle mobility.
Stretching helps
to reinforce and
strengthen muscles
through a relaxing
process.

Stretching



Top photo: on the right is the Ducati Corse Stripe rain jacket, while on the left the Ducati Corse Sketch hooded sweatshirt. Above, the Ducati Corse Windproof 3 jacket, in men's and women's sizes, is made of elasticated Softshell fabric with a breathable windproof membrane.



Running is good for you: it boosts well-being, keeps you in shape, helps you to lose weight and is a good way to exercise outdoors, either alone or with others. Running on a regular basis has a beneficial impact not only on the body but also on the mind as it can relieve stress.

Running

For a sportier look, the black Ducati Corse Sketch t-shirt, also available in red.





Carmen and her Ducati SuperSport

PERFECT HARMONY

Seeking out distant horizons

Setting out in pursuit of the American dream with a sparkling Italian smile, on a twin-cylinder bike from Borgo Panigale. Three years ago, Carmen D'Alessio left her home in Battipaglia near the Italian city of Salerno and crossed the ocean to move to La Habra, Orange County, California: "I followed Julio, who is not only my husband but also the proud owner of a Panigale. His name kept on cropping up in the "People you may know" list on Facebook due to our large number of Ducati-loving mutual friends. One day I decided to let my curiosity take the lead and love took care of the rest."

The roots of Carmen's relationship with Ducati lay a little further back in time: "When I was four years old, my father took me to see a stage of the Giro d'Italia pass by. I was restless, so to keep me occupied he gave me a camera and told me to take as many photos as I liked. When he got the film developed, he realized that there were no pictures of the cyclists and all of my snaps were of the police and support motorbikes. My love for Ducati stems from the thrill that I felt the first time I heard the sound of the twin-cylinder engine: it gave me the kind of goosebumps that I've never experienced with any other brand."

Carmen and her Ducati SuperSport

“The SuperSport feels like the perfect match for me. It’s a thrill to ride at any speed.”



Carmen decided to get a motorcycle licence at the age of 20: “My first motorbike simply had to be a Ducati. I found a Monster 400 and a friend rode it home for me. My father didn’t want me to buy a motorbike, so I did all this without telling him. On the day I went out for my first ride, I got down to the garage and I found him sitting on the bike admiring my purchase! It was hard saying goodbye to my Monster and the only reason I did so was because I was moving to California.”

Carmen had an 848 for a while, then she found a new bike and was instantly smitten: “I saw the Ducati SuperSport with my own eyes for the first time at the Long Beach Motorcycle Show. It was love at first sight and if I’d had my way I would never have got off the bike on the display. I wanted it all to myself.” “The SuperSport really feels like the perfect match for me. It’s a thrill to ride at any speed and a source of great satisfaction for me, especially on the occasions when I pull away from my husband on his Panigale.”

Carmen’s local dealer helps to ensure that she continues to enjoy a special bond with Ducati: “Ducati SoCal Brea is just a few miles from our house. The guys there are just great: as well as buying accessories and getting the bike serviced, sometimes I just drop by to have a chat with fellow enthusiasts. We get on really well with Chris, the sales manager, and all

of the others.” A dream came true for Carmen when she met Claudio Domenicali at Laguna Seca during the last round of the Superbike World Championship: “I bumped into him at the entrance to Ducati Island. I walked over and tried to express myself clearly despite feeling nervous. He was very friendly and extremely happy and proud to meet an Italian Ducati enthusiast in California.”

When we asked Carmen to tell us about her favourite riding routes, there was no doubt in her mind: “The Pacific Coast Highway, which is also known in Italy as the Big Sur. It winds its way all along the Californian coast. It’s a wonderful road that goes past beaches, surfing spots, endless rows of palm trees and towering cliffs that drop straight down into the ocean, with breathtaking scenery all around.”

“Then there’s the Los Angeles Crest: a mountain road that leads to Newcomb Ranch, where Californian motorcyclists gather. A special mention should also go to the Azusa Mountain Road, which leads to another popular spot with bikers: the Crystal Lake Café. I like it because of the way the riding sensations are heightened by the tight bends, which I prefer to the gently meandering Pacific Coast Highway. However, what really matters to me at the end of the day is turning the key, starting the engine and hitting the road on my SuperSport.”



CHICAGO
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HISTORICAL

ROUTE
66

ORO GRAND
SHOPS

JOSEPH'S
FEED
Animal Supply-Vet
Ma's
treasures
Gammie's
Traveled
Treasures



2017 Ducati Corse official yearbook

A unique volume for collectors, with more than 200 pages and bilingual texts. Annual edition to live once again the most exciting moments of the MotoGP and SBK through drivers and racing teams.

Published annually, this attractive collection of beautiful photographs covers a full year of exciting moments on the racetrack. Dedicated to MotoGP, World Superbike and various national championships, the 2017 Ducati Corse Official Yearbook is a large-size, hardback book for all true Ducati fans. This year's book is an even more lavish edition, with over 200 pages and a multitude of high-resolution full colour images. Highlighting race after race the most thrilling moments of the 2017 season, the book also contains texts in two languages - English and Italian. Right from the very start, the 2017 season was full of sensational races for the Ducati Corse racing teams. From the early races through to the final rounds, each page represents a passionate tribute to the riders and the teams that made 2017 such a rewarding year. The latest edition of the Ducati Corse Official Yearbook is available on www.skira.net and in all good bookstores.

INSIDE

DUCATI
LIVING
CONCEPT



WINNING TILES

GS Luxury Group Official Licensee

Ducati Winning Tiles è l'unione di due strade. L'esperienza nel mondo della ceramica di GS Luxury Group e il mito Ducati. Due realtà portavoce del made in Italy di eccellenza, oggi insieme per dare vita a un concept unico: interpretare la potenza e l'eleganza del brand Ducati in un nuovo progetto di pavimenti e rivestimenti, dove la passione corre su superfici inedite, il design scopre nuovi confini.

WORLDWIDE



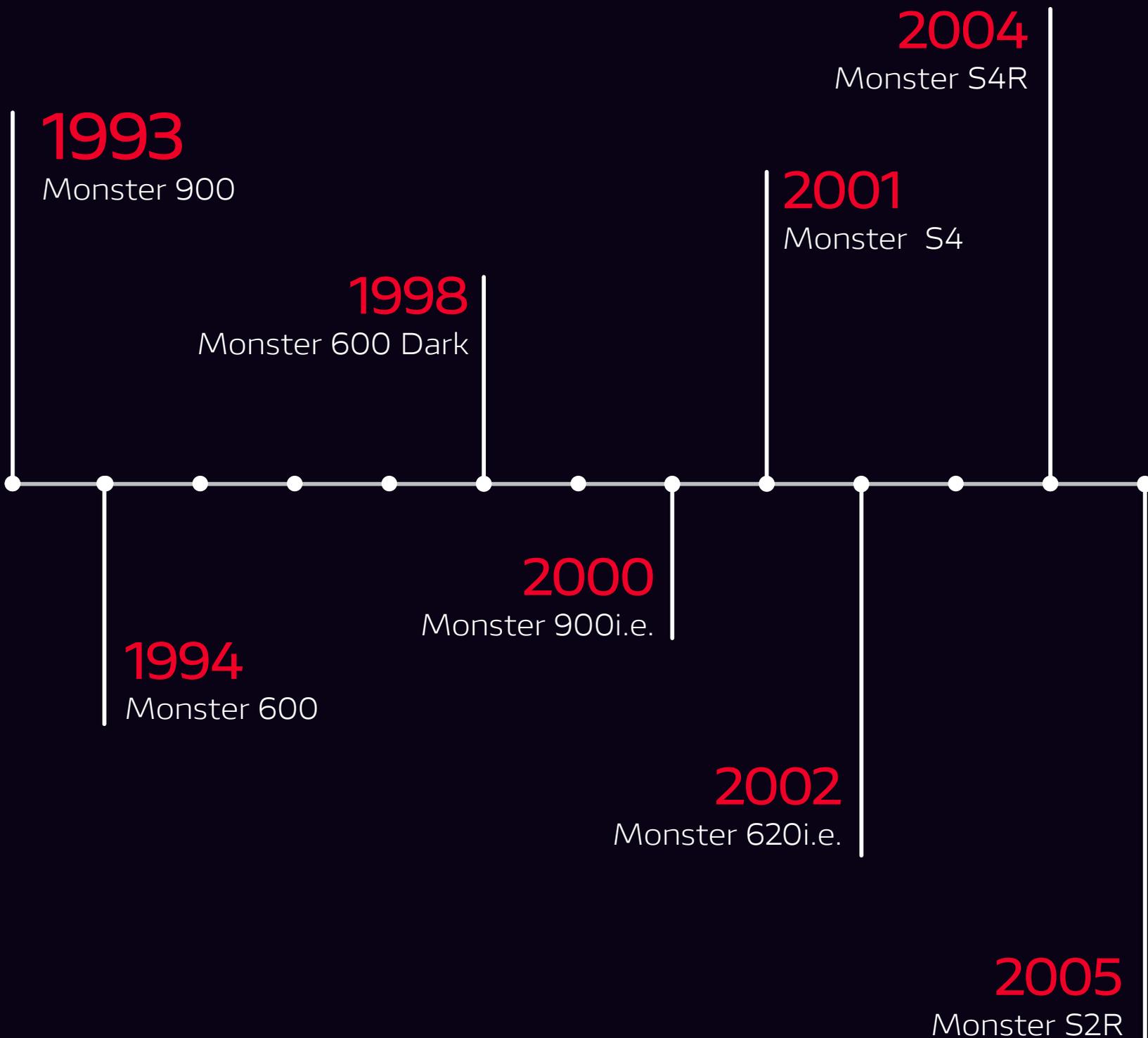
With one of the biggest communities in the world, the Monster is an icon on two wheels,

monstler



a bike which is an fundamental part
of the history of the Ducati brand.

25 years | 1993 Monster | 2018



2006

Monster S4Rs Testastretta

2017

Monster 797

2014

Monster 1200

2016

Monster 1200R

2009

Monster 696

Monster 1100

2015

Monster 821

#welovemonster

From Bologna to Rimini th



Be travellers; experience and observe everything around you. Take on the guise of a modern-day explorer and travel the roads of legends; through places awash with history and passion. If you are curious about what we'd like to show you, join us on an amazing journey in an area that is an open-air museum. Where buildings and nature are works

rough the land of engines



of art, both on account of the clear impact of their past and of the beauty that the present has bestowed on them.

MONSTER 821

Bologna - Rimini



We start out at Bologna, meeting up at Porta Saragozza, also known as "Porta Sacra" or "Porta dei Pellegrini" (Holy Gate, or Pilgrims' Gate), one of the ten gateways in the city walls offering access into the city. Before we start enjoying the bends and hairpins, let's have a quick drive around the old town centre. It is famous for the Asinelli Tower and its porticoes, which some say are the longest in the world. Though, what really strikes you is its atmosphere: it is a city that never ages, bubbling with students and a rare cultural vivacity. The University of Bologna is the oldest in Europe. We decided to cross part of Montefeltro to reach Rimini,

our chosen destination, for a stroll along the seashore. After leaving the bustle of the city, we find ourselves in the welcoming embrace of nature. Throw caution to the wind, so we can enjoy the gorgeous surroundings and the characteristic feeling of the countryside in Emilia that exudes an air of freedom.

Let's become fearless knights for a day. Yes, knights taking a route marked out by forts, city walls and castles, on horseback of the "thoroughbreds" from Borgo Panigale.





Bologna - Rimini



You can see Dozza from the crest of the hill overlooking the Sellustra river valley. We are curious to explore this masterpiece. The town has preserved its original medieval layout, dominated by the Rocca Sforzesca castle. There is also a more unexpected side to the city: the houses clinging onto one another along the narrow streets, offer passers-by a permanent exhibition of works by writers and artists. Their colourful murals grab your attention, taking you to a timeless dimension that never leaves you for the rest of the journey. The Tuscan-Emilian Apennines offer a wealth of surprises and unexpected beauty spots. Let's carry on with the tour to our final destination: Rimini. More murals and colours, this time recalling the imaginary world of Federico Fellini. It is said that Borgo

San Giuliano was one of his favourite places. One of the oldest and most charming spots in the city on the coast of Romagna. It is a neighbourhood of sailors and fishermen, shielded by the heady local atmosphere that feels almost tangible. It is a universe of its own, where people live amidst traditions that are suspended in time.

Just outside the city walls, Rimini is ready to embrace us with its celebrated vitality: this is a city that has always been exuberant and enthralling from its foundation by the Romans in 268 BC, through the period of the Renaissance when it was ruled by the Malatesta family, to the revolutionary and rebellious XIX century and its more recent history. And then, there is the sea.

Bologna - Rimini



We can park up close to the shore. You can never get enough of such beauty. Full of the emotion of its history, hills, hairpin bends, nature and colours, we enjoy the sound of the waves breaking relentlessly on the shore, one after the other.

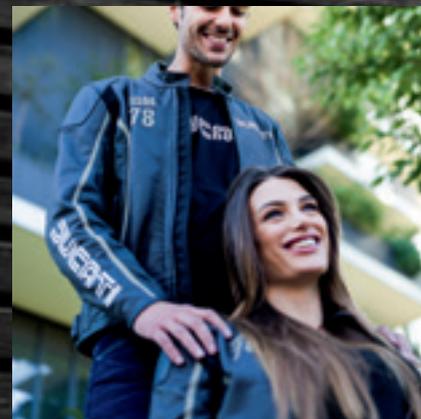
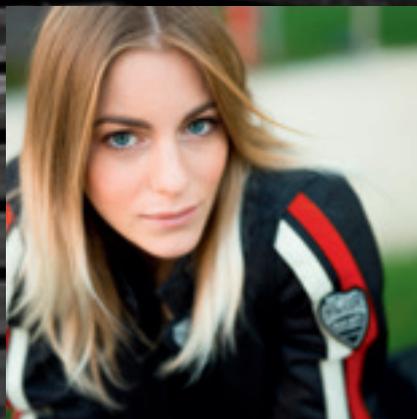
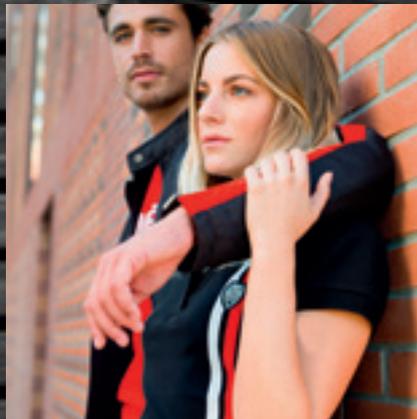
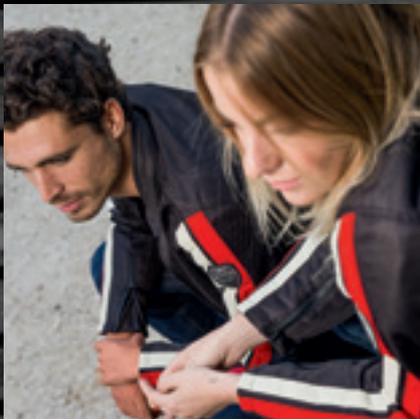


Technical Specifications of the Monster 821

Engine 11° Testastretta, L-twin cylinder, Desmodromic distribution, four valves per cylinder, liquid cooled. **Displacement** 821 cc. **Power** 80 kW (109 hp) @ 9250 rpm. **Torque** 86 Nm (8.8 kgm) @ 7750 rpm. **Dry weight** 180.5 kg. **Seat height** adjustable, 785 mm - 810 mm. **Safety and technical equipment** Riding Modes, Power Modes,

Ducati Safety Pack (ABS Bosch + Ducati Traction Control DTC). **Standard equipment** TFT colour display, LED parking light and tail light, USB outlet under the seat, passenger seat cover. **Valve clearance inspection interval (Desmo Service)** 30,000 km

A night in Milano

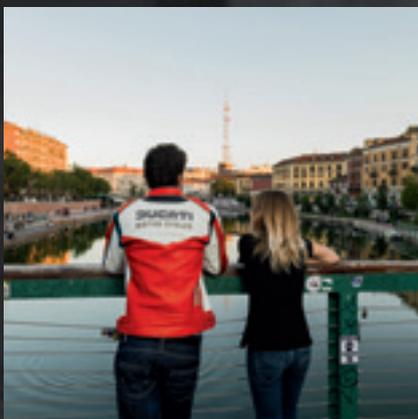
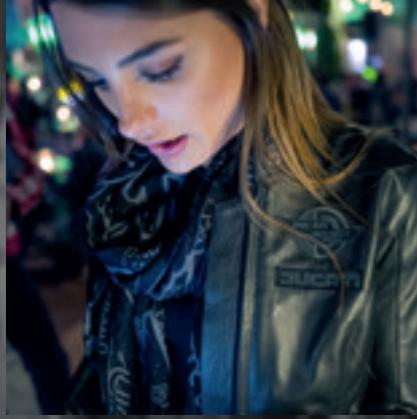


5:00 PM

A look around the city centre

What better way to get to where you're going in the city than on two wheels? And thanks to these coordinated looks, all eyes will be on you! With warm weather on the way, Ducati recommends the Breeze jacket in mesh fabric, available in men's and women's versions and equipped with removable soft protectors. Its total black look with the dual colour stripe running down the sleeves and the "historic" Ducati Meccanica shield, is certain to draw the eye. Those who prefer leather over fabric will be sure to notice the IOM jacket, inspired by the 900 Super Sport livery that won the Tourist Trophy on the Isle of Man in 1978. To complete the urban look, nothing beats a black Dark Rider or Red Line helmet, featuring a minimalist design reminiscent of the red and white stripe on the Breeze jacket.



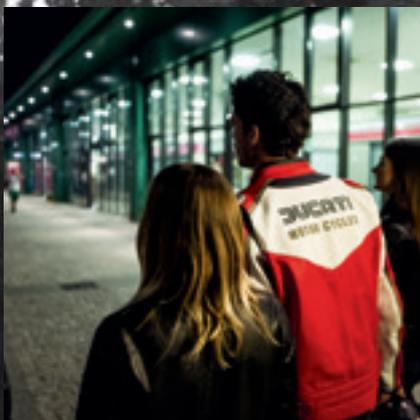


8:00 PM

An aperitif on Corso Garibaldi

Ducati aficionados who prefer a simpler look will love the Heritage jacket in buffalo leather, available in both men's and women's versions, whose patches celebrate the historic brands that the company from Borgo Panigale has used in the past. Meanwhile, for those who love to be at the centre of attention, Ducati has created the colour version of the IOM78 leather jacket in red and white. To protect your hands, Ducati's City gloves in fabric and leather were designed specifically for urban use and are especially well-suited for the summertime.





10:00 PM

Wrapping up the night on the Darsena

Underneath the technical jackets, T-shirts and sweatshirts from the IOM line, available in men's and women's versions, combine a passion for Ducati with the retro look of the Giugiaro logo and its strong 1970s appeal.





Sinfonia

The Panigale V4 gives the “green light” for the start of a new and important chapter in Ducati’s history. The first Ducati motorcycle produced in series to be fitted with



italiana

a 4 cylinder engine is a symphony combining technology, thrilling experience and Italian style. Matched by performance and handling that go hand in hand like never before.









Ouverture

The start of a new era. The Ducati Desmosedici Stradale engine is the first 4 cylinders mounted on a series production super sports bike by Ducati. While at the same time, it is closer to the technology developed for the MotoGP. A masterpiece capable of combining power and excellence, becoming pure pleasure to enjoy on the road or on the track.

The new V4 90° engine is derived from the experience gained in MotoGP, where the performance of the four-cylinder Desmosedici has set the standard in its class. The Desmosedici has already earned its place in the history of the company based in Borgo Panigale, which had never before fitted a mass-produced sport bike with a 4-cylinder engine.

The Desmosedici Stradale engine is mounted on the bike with the front bank of the cylinders rotated back by 42° with respect to the horizontal plane, as on the Ducati engines competing in MotoGP. In addition, the 90° V layout of the cylinders creates a natural balancing of first-order forces, without the need to resort to a balance shaft to eliminate vibration. The Desmosedici Stradale is designed to offer maximum sports performance on either road or track; with 214 hp (157.5 kW) of maximum power at 13,000 rpm and 124 Nm (12.6 kgm) maximum torque at 10,000 rpm. It is at the apex of global production.

The ongoing reference to MotoGP also inspired the choice of bore, representing the maximum allowed in the competition technical regulations, namely 81 mm, the highest among 4 cylinder V4 super sports bikes. The 53.4 mm stroke was chosen in order to boost torque even at low to medium revs. This combination of specifications led to the 1103 cc displacement. The counter-rotating crankshaft is also derived from MotoGP technology. The preferred solution as the rotation in the opposite direction

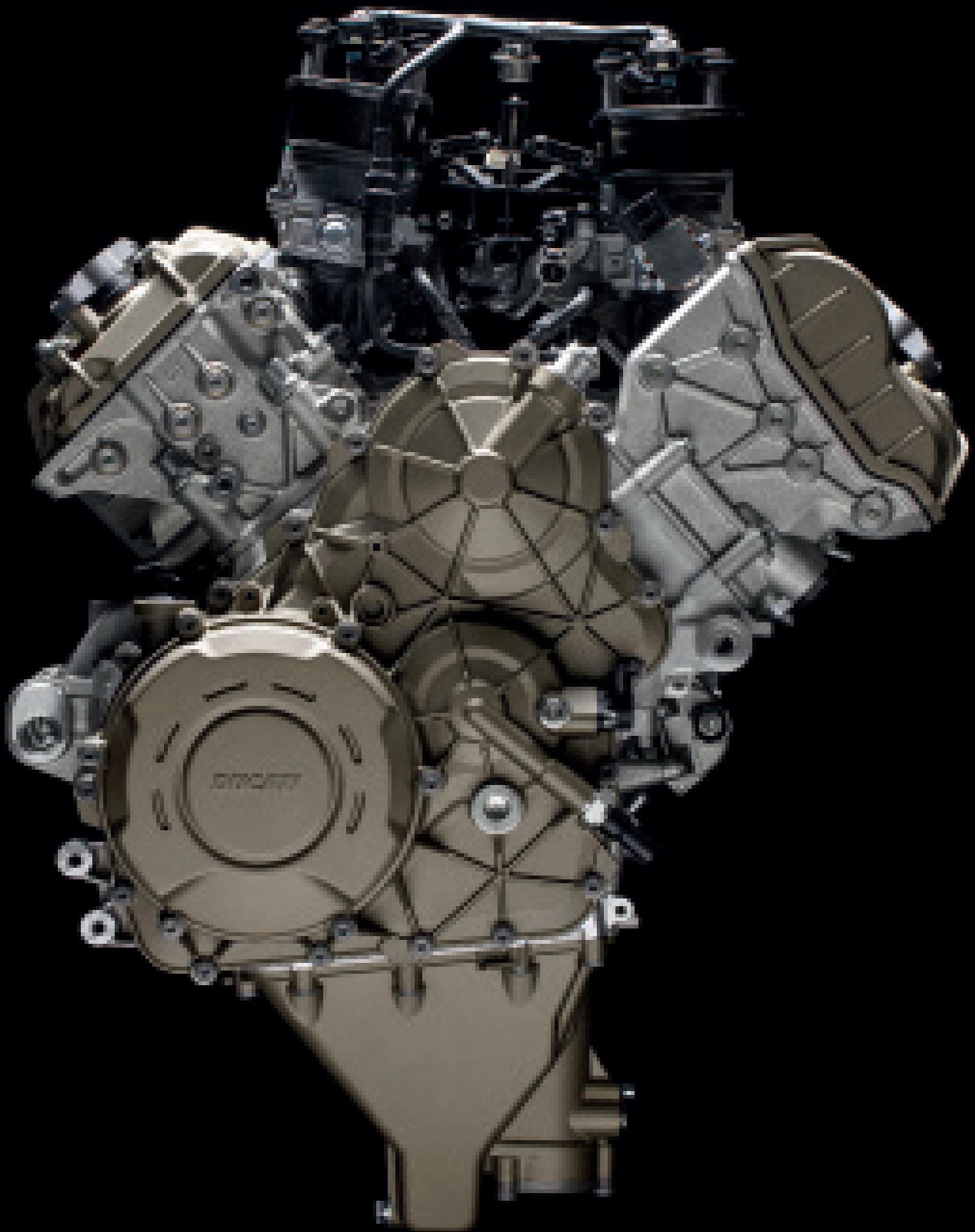
to the wheels offers several benefits.

It partly compensates for the gyroscopic effect produced by the wheels, ensuring the bike is more agile and precise when changing direction. It furthermore generates inverse torque, reducing the wheelie phenomenon and the tendency for the rear end to lift during braking. These are important advantages when riding a Panigale V4.

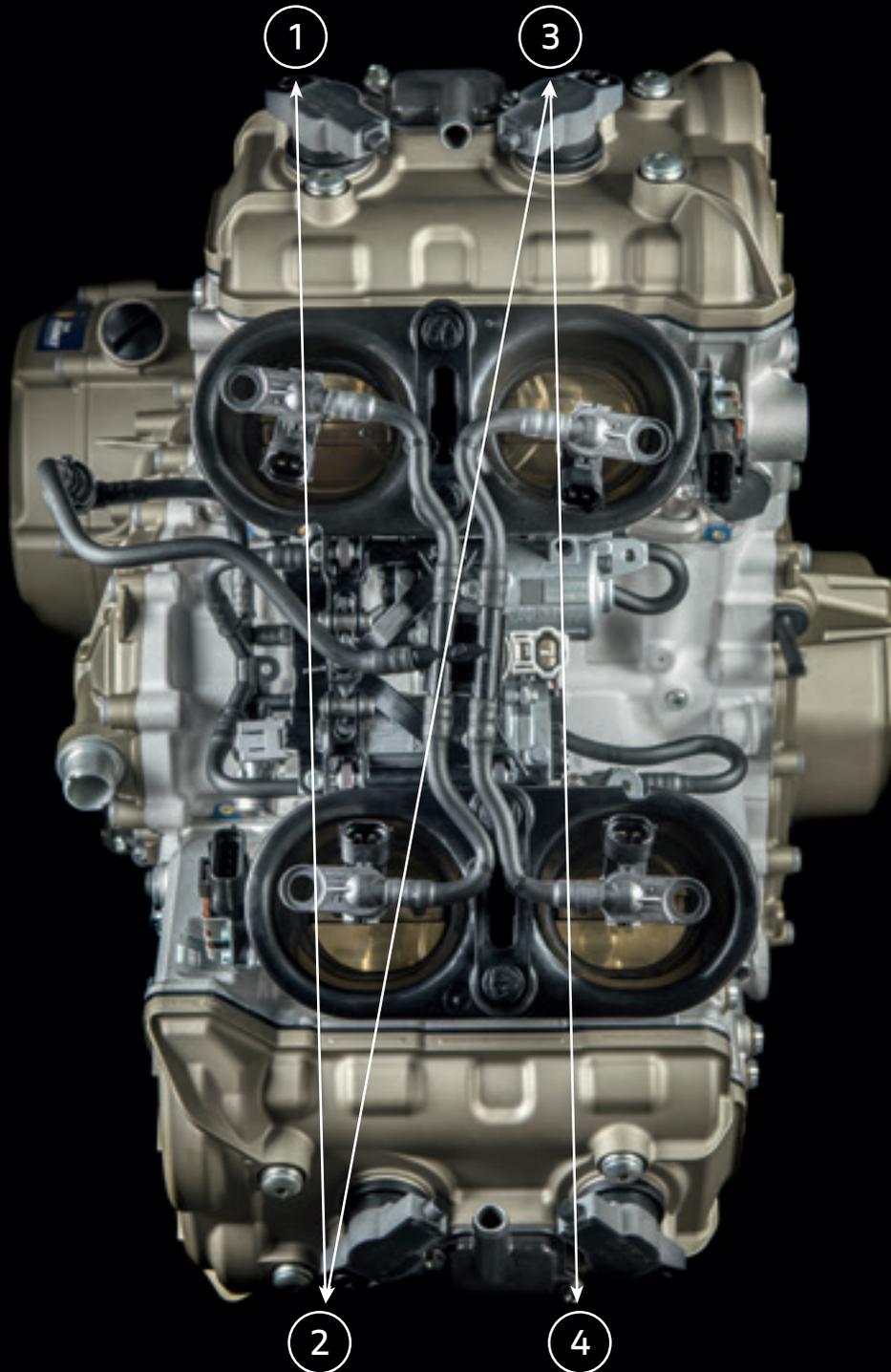
The Desmodromic system is the heart of the distribution of any Ducati and the new Desmosedici Stradale is the most recent stage in its evolution, completely redesigned to reduce cylinder head size and to achieve the extraordinary high revs of the V4 engine.

The precision of the Desmodromic system function ensures that the intake valves (34 mm in diameter) and the exhaust valves (27.5 mm in diameter) open and close with the same level of accuracy, even given the steep cam profiles and extreme cam timings. The result is superb performance and exceptional reliability, even in the toughest conditions.

The technology, materials and parts employed in the construction of the engine are designed to meet the strict reliability requirements customary for engines built for road use. The interval for valve clearance inspection and, if necessary, adjustment (Desmo Service) is set at 24,000 km, with general service intervals remaining at 12,000 km/12 months.



Reproducing the soul of a twin-cylinder engine in a 4 cylinder body.
This is Ducati's "Twin Pulse".



The fact that the crank pins are offset by 70°, combined with the 90° V architecture, gives rise to a firing order more typical of twin-cylinder architecture engines (known as "Twin Pulse"). This firing sequence guarantees significant advantages in power delivery: responsive and generous both when travelling along

a straight stretch or when coming out of a bend. It optimises traction in any road conditions and provides the engine with its distinctive sound, which makes the Ducati Desmosedici MotoGP bikes unmistakable.

Variable-height intake horns.
Ideal power delivery at all speeds.



The Desmosedici Stradale is the début of variable-height intake horns, with oval throttle bodies (52 mm diameter equivalent). The main advantage of this solution is the optimised cylinder intake across the rev range, providing benefits in terms of

power delivery and ease of handling. The system is controlled by an electronic control unit, which determines the mobile stage of the horns based on revs and required torque.

Light, compact, innovative, with a totally distinctive sound. The Desmosedici successfully combines the smooth power delivery of the V4 engine with a racing soul and more than 214 hp.



Ducati's experience in racing means that the Panigale V4 is a shining example of the most innovative technology being applied to series production: the Desmosedici MotoGP has provided a motorcycle with innovative technical content. For example, the new "Front Frame", where the V4 engine is

mounted with supporting function, is more compact in size and was designed to offer savings in terms of its weight compared to perimeter solutions. Along with the single-sided swingarm, seat support and front subframe, its design aims to achieve the highest standards in terms of agility and precision. The

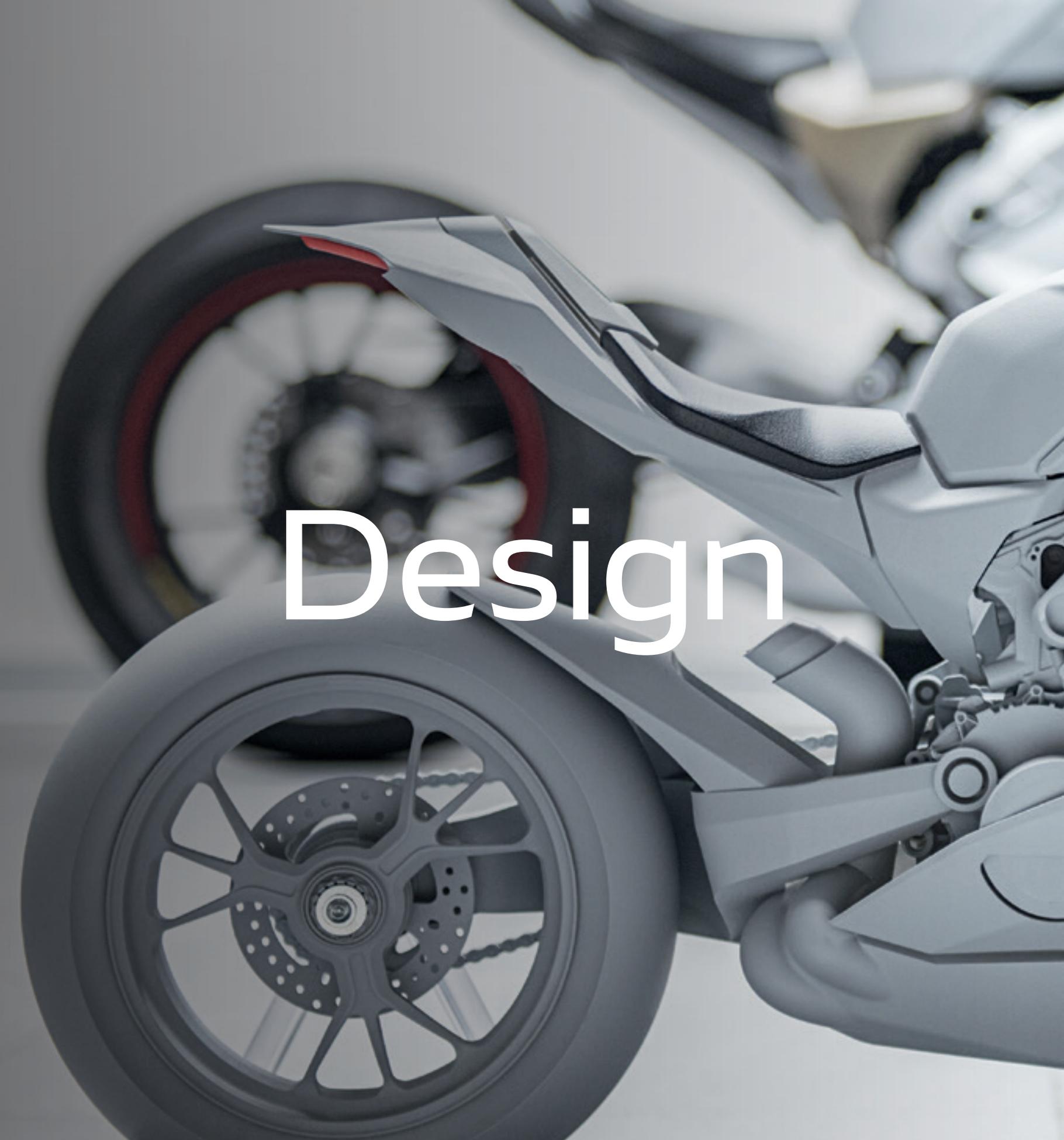


componentry was developed ad-hoc for the Panigale V4 to encompass qualities that are exceptional. The new Brembo Stylema brake callipers, mounted exclusively on the super sports model from Borgo Panigale, the Öhlins suspensions and steering damper combined with the pair of light-alloy

Marchesini wheels (standard fit on the S version), the Pirelli Diablo Supercorsa tyres with the new 200/60 size on the back, as used in the SBK, World Championship, all contribute to the excellent dynamics of the Panigale V4.







Design

The Panigale V4. A bike that begins an exciting new chapter in the Ducati story, a new “symphony” of all-Italian performance and emotion. The Panigale V4 is the first production Ducati motorcycle to mount a four-cylinder engine, derived directly from the MotoGP Desmosedici. It's a concentrate of Ducati technology, style and



performance. With an engine displacement of 1,103 cm³, 214 hp and a power/weight ratio of 1.1 hp/kg, this bike sets a new standard in the supersport production bike segment.



The Panigale V4 replaces the iconic 1299 at the top of the Ducati superbike range, doing so by enhancing performance and rideability so that riders of all skill levels can enjoy boundless fun and excitement. The Panigale V4 has been developed in close collaboration with Ducati Corse, drawing directly on know-how and technology from the racing world to provide a road bike that is the closest thing possible to its MotoGP counterpart. The outstanding performance of the Panigale V4 is underlined by a completely new design which, while it follows on from that of the supersport bikes that preceded it, now even more effectively transmits the power and essentialness of Ducati racing bikes. The Panigale V4 name combines the alluring “Panigale” tag with the “V4” designation that marks the break with the past, indicating the start of a whole new era for the Bologna-based bike manufacturer.

The new Ducati superbike family consists of the Panigale V4 - the essence of the new sports bike - and the Panigale V4 S. The latter mounts Öhlins suspension featuring the Smart EC 2.0 system with a new adjustment interface and top-drawer components such as forged aluminium wheels and the lithium ion battery. Completing the range is the exclusive Panigale V4 Speciale, a numbered, limited-edition bike with a dedicated livery, titanium exhaust and machined from solid components. The philosophy followed by the Panigale V4 development team mirrors the approach taken by Ducati when developing a racing bike: total integration of engine, chassis and rider. To achieve that goal MotoGP-derived technology has been employed. Development has involved Ducati Corse technicians and riders, making the Panigale V4 a production sports bike that comes close to being a MotoGP prototype, built for both excellent on-track performance and outstanding on-road rideability.

The Desmosedici Stradale engine is a 90° V4 with Desmodromic timing, just like the Desmosedici GP from which it also takes an 81 mm bore (the maximum allowed by MotoGP rules). This has been combined with a longer stroke than that used in racing (giving a total displacement of 1,103 cm³) to boost low-to-mid rev torque and reduce maximum revs so that the power is easier to handle. The new Ducati engine puts out a maximum of 214 hp at 13,000 rpm, making the Panigale V4 the most powerful bike in the segment, yet easy to handle thanks to a torque of 12.6 Kgm at 10,000 rpm. Despite such outstanding performance, the Desmosedici Stradale has long maintenance intervals, with valve clearance inspection only necessary every 24,000 km.



SPECIALE



If the Panigale V4 is exclusive, the Panigale V4 Speciale is unique. Starting from the colour scheme, a tri-colour livery that makes its personality even bolder with a more elegant air, this limited edition offers many special features like the billet steering plate with screen-printed logo and number and a luxurious seat upholstered in Alcantara.

With its record-breaking weight to power ratio in a racing configuration, the Panigale V4 Speciale offers some sophisticated features like DDA+ (Ducati Data Analyzer) with GPS module, as well as numerous components in carbon fibre and billet aluminium. The accessories are just as unique, above all the titanium Ducati Performance exhaust by Akrapovič, capable of taking the maximum power to 226 hp (12 hp more than the V4, with 6 kg less weight) and the magnesium forged Marchesini Racing wheels that reduce turning mass and inertia by saving 1 kg compared to standard forged aluminium alloy wheels.



La sinfonia

Perfectly modulated torque, moderate weight, and so much technology developed for the MotoGP. With an electronics package that guarantees



control, customisation and safety, dynamically calibrated for bike performance; always and in any conditions.



Cutting edge technology, unrivalled performance and, a unique and unmistakeable sound: the new Panigale V4 in a nutshell. The "Twin Pulse" firing sequence chosen for the Desmosedici Stradale engine means that the firing order is irregular, with two bursts followed closely by two more. The result is not only generous power delivery, but also a deep sound that is immediately recognisable: the new soundtrack for Ducati sports bikes.

For racing or simply a lap around the track, weight is a crucial variable. Careful design and the use of light materials, like aluminium and magnesium, has made it possible to achieve a kerb weight of just 195 kg (90%-fuelled) for the "S" and Speciale versions. Combined with its 214 hp, this puts the Panigale V4 S at the top of the sports bike segment with a power/weight ratio of 1.1 hp/kg.

However, absolute performance is not all. The Panigale V4 also sets new standards of active safety and dynamic control, thanks to its state-of-the-art electronics package using a 6-axis inertial platform (6D IMU); making it possible to acquire and record a wealth of information concerning the motorcycle's dynamic behaviour. This electronics package was developed together with Ducati Corse and is capable of managing every phase of riding. The controls' operating parameters are linked to the three Riding Modes – Race, Sport and Street – each offering pre-set settings, while leaving the rider many options to customise his riding experience.

One of the top features of the Panigale V4 is the Ducati Quick Shift Up/Down EVO electronic gear change. Developed specifically for this version, it uses lean angle information to maximise motorcycle stability when changing

gear. As well as minimising gear changing times, it becomes possible to change down without engaging the clutch, for even more effective braking into bends. Another plus point for extreme riders is the Engine Brake Control EVO (EBC EVO), developed to help drivers optimise stability in extreme turning conditions even when the motorcycle is leaning, balancing the forces acting on the rear tyre caused by intense application of the engine brake.

ABS Cornering Bosch EVO was developed with a new logic for its application so the rider can concentrate solely on riding. Level 3 is designed with on-road riding and low-grip conditions in mind. Level 2 includes the "slide by brake" feature, exclusive to the Panigale V4 and designed to allow the rider to slide into curves safely. Level 1 was designed for the track and involves the front brakes alone, but continues to engage the Cornering feature for hard braking into bends.

Ducati Traction Control EVO has also been improved with the development of a new algorithm for quicker and more accurate action. DTC EVO interfaces with the inertial platform, constantly gauging the motorcycle's lean angle and using this information to determine exactly what action is required to ensure ideal rear tyre wheel spin. At levels 1 and 2, DTC EVO offers the rider the new "spin on demand" feature, where the throttle is used to close the cornering line requiring more wheel spin than is permitted by the intervention level.

For torque control, Ducati Slide Control (DSC) supports the rider by controlling power delivery based on the slide angle. It aims to improve performance coming out of a bend by preventing excessive slide angles that could be challenging.

A sophisticated electronics package developed in collaboration with Ducati Corse, to control the extraordinary performance of the Panigale V4 and test your own limits when you take on the track.

The list of advanced components of the electronics package of the Panigale V4 also includes the Ducati Wheelie Control EVO, updated and adapted to match the performance of the motorcycle for optimum control of lift. Ducati Power Launch has three levels for faster starts, maintaining the V4 engine at optimal revs to achieve maximum acceleration from a stationary position.

The Ducati Electronic Suspension EVO is standard fit on the Panigale S and Panigale Speciale, with fork, monoshock, and steering damper with an event-based second-generation Öhlins Smart EC electronic control system. There is plenty of scope for customisation and the "Dynamic" mode adjusts the suspension based on the information recorded by the inertial platform. Another exclusive option of the Panigale V4 is that the rider can adjust the suspension setting for braking, cornering, and accelerating.

The exclusivity of the new sports icon by Ducati is also the world début of the Brembo Stylema monoblock callipers. Machined from billet alloy, they feature lightened areas on the body and on the fastening bushings that make them lighter and more compact than previous M50s. The front callipers have four pistons working on 330 mm diameter disks, guaranteeing significant braking power; at the rear there is a 245 mm single disk with a 2-piston calliper.

To underline the personality of the Desmosedici Stradale engine and enjoy its maximum performance, there is nothing better than the Ducati Performance titanium racing exhaust system by Akrapovič (not type-approved for road use), that boosts the delivery of power at

all revs and takes peak power to 226 hp. Prompt delivery of information and ease of reading are vital, especially for riders who enjoy a sporty style of driving: the Panigale V4 has a 5" TFT high-resolution colour display, with a striking new interface and brand new layout and graphics dominated by a virtual circular rev-counter that uses colours to signal the best time to change gear. The rider can choose between two different display modes: "Track" focuses on lap time; "Road" puts the Ducati Multimedia System (DMS) at the forefront, while its rev counter focuses on the mid rpm range, more typically used when driving on roads.

For the design of all its motorcycles, Ducati's focus remains , for the design of all its motorcycles, on achieving maximum reliability and lowering service costs. A commitment that also involved the Panigale V4, extending the intervals for the main Desmo Service (control and adjustment of valve clearance, if necessary) to 24,000 km. Even the simplest of checks, such as an Oil Service, have been extended to 12,000 km or 12 months. This is a considerable interval, especially for such advanced and high-performance engines, confirming the superior standards of the materials and the R&D processes.

Another element, which is as important as the quality of a motorcycle, is the training of technical personnel to ensure the maintenance needed is carried out to remain efficient. Hence, Ducati continues to invest in technical training for its dealers and in the development of cutting-edge tools such as the Ducati Diagnosis System, so as to guarantee an optimum performance of its electronic systems.

Electronic suspensions, new brake callipers, and the racing exhaust system are a guarantee of the best performance possible. Equally of importance is the quality, reliability and a network of technically-trained dealers.



Technical specifications of the Panigale V4 S

Engine Desmosedici Stradale 90° V4, counter-rotating crankshaft, 4 Desmodromically actuated valves per cylinder, liquid cooled

Displacement 1,103 cc

Power * 157.5 kW (214 hp) @ 13,000 rpm.

Torque * 124 Nm (12.6 kgm) @ 10,000 rpm

Dry weight 174 kg

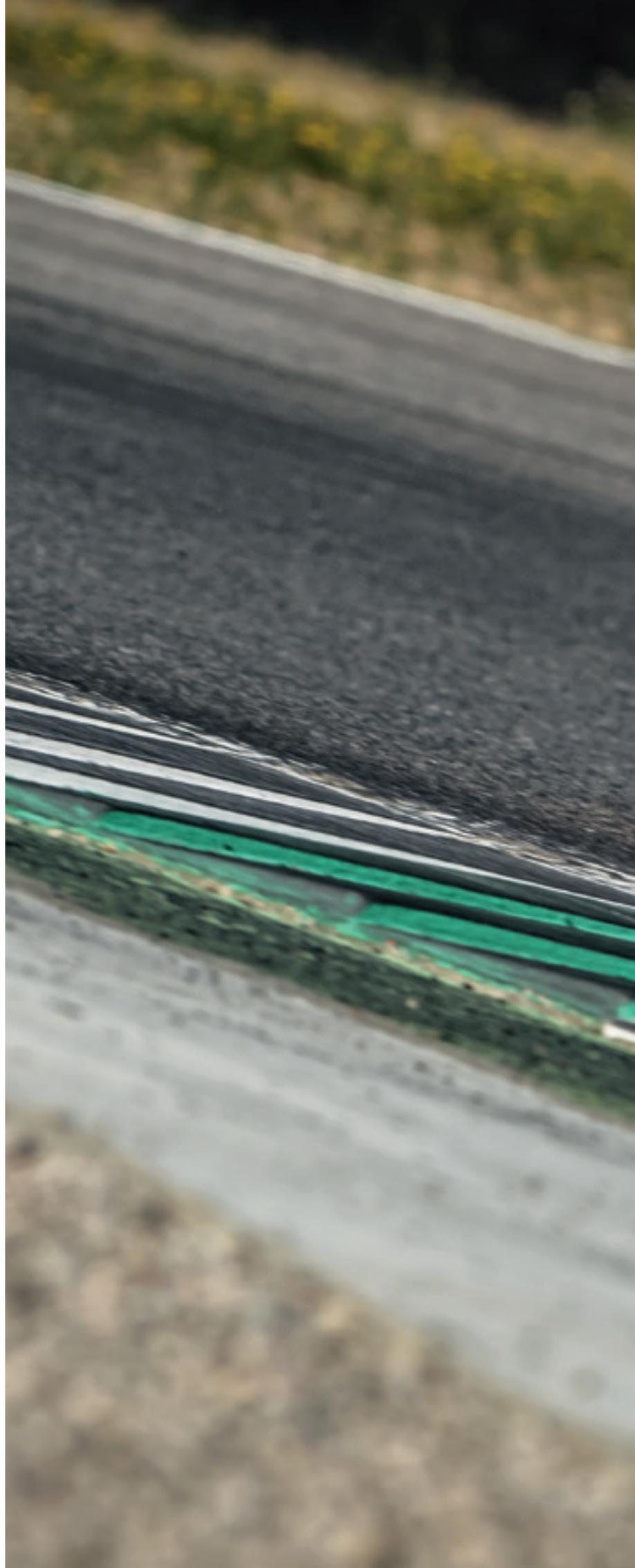
Seat height 830 mm

Standard Safety and Technical Equipment Riding Modes, Power Modes, Bosch Cornering ABS EVO, Ducati Traction Control (DTC) EVO, Ducati Wheelie Control (DWC) EVO, Ducati Slide Control (DSC), Engine Brake Control (EBC) EVO, final ratio self-calibration

Standard Equipment Ducati Power Launch (DPL), Ducati Quick Shift (DQS) Up/Down EVO, Full LED headlight with Daytime Running Light (DRL), Sachs steering damper, quick adjustment buttons, auto-off indicators

Valve clearance inspection interval (Desmo Service) 24,000 km

* The power/torque values indicated were measured on a static testing bench according to type-approval standards and match the data read during the type-approval tests as listed on the vehicle's log book.







New frontiers

Keeping every Ducati “grounded” at all times. Pirelli is a key partner once again for the new Panigale V4.

Interview with Salvo Pennisi, Test Team Manager at Pirelli Tyre S.p.A.

How does your partnership with Ducati work? You’re more than just suppliers because you also make an active contribution to the production of the overall motorbike/tyres package.

Being an active partner in Ducati projects is both a great honour and a very fulfilling experience. In addition, the high-level joint initiative with Ducati makes an extremely useful contribution to development that takes place “alongside” the vehicle. For example, the young engineers from our R&D department benefit from exceptional professional growth by being fully immersed in a project that involves fine-tuning highly sophisticated control, traction and stability systems and cutting-edge ABS equipment. Basically the younger members of our team can learn and improve as they find out all about the developments in chassis design, electronics and vehicles dynamics thanks to Ducati’s vast expertise.

Most top-of-the-range Ducati models come with a form of technological innovation from Pirelli. What are the reasons for that?

Ducati is one of Pirelli’s key partners and vice versa. The development of Ducati’s latest motorbikes has coincided with the development of some milestone creations by Pirelli. This occurred not only with super sports bikes but also with the very first Multistrada, which saw the debut of the Scorpion Sync, followed by the Multistrada Enduro, which saw the debut of the Scorpion Trail: the first Enduro tyre available in 120x70x17 and

190x55x17 sizes. Then it was the turn of the Diavel, with a rear 240 to cater to the total rideability approach that was so unusual for “power cruisers” at the time. Next came the Panigale bikes and then the brand new Panigale V4 with the new Supercorsa V3, which currently represents the state of the art of Pirelli development and demonstrates how the know-how built up during the races of the Superbike World Championship – for which we are the sole official tyre supplier – influences the mass-produced items. We’ve been good friends and technical partners with Ducati for a long time and consequently we’ve become the suppliers of 100% of the initial equipment: every motorbike that leaves the factory in Borgo Panigale has Pirelli tyres.

So the fresh feature making its first appearance on the Panigale V4 is the new Supercorsa V3.

It’s a totally new tyre with an unprecedented size of 200/60 – 17. Compared to the previous 200/55 model, the diameter is no fewer than 16 mm bigger and the width has increased by 9 mm. Therefore, you can imagine how much rubber the tyre can get on the ground. It offers improved safety and stiffness, much greater grip due to the use of brand new compounds, and less wear. The front tyre has the same diameter as the previous one but it’s no fewer than 2 mm wider, thus giving greater stability when braking and entering corners, while also providing greater control and support at high speeds.

What does it mean to you to be involved in a project in which almost everything is made in Italy?

We played an active part in the development of very important motorcycles for Ducati in the past, such as the 916. 25 years went by and we were the first testers to ride the V4 a year ago, straight after the Ducati riders.

For Pirelli, the ties with Ducati mean working with a partner at the apex of the motorcycling world and bringing together, all our best resources. This partnership means growing in a competitive environment and striving to make an all-Italian pairing truly excel. I’ve been running things here for 30 years now. It’s very satisfying to see my team’s growth goals being achieved and the exceptional levels of synergistic thinking with Ducati. Working with people from the Ducati team such as Luigi Mauro and Marco Serra and an outstanding tester like Alessandro Valia is a marvellous, ongoing opportunity for a positive exchange of ideas and expertise.

From the race track to the road, you make the most of your Superbike experience and your motto is “We sell what we race, we race what we sell”. Does the same concept apply for Ducati, which makes very similar motorbikes to the ones used in races?

Racing is very important to Pirelli. It is the most demanding and challenging testing ground, where you really put your development feelings, concepts and ideas on the line. Meanwhile, Ducati is a brand that has made racing its raison d’être and the cornerstone of its market presence. Consequently, the all-red pairing of Pirelli and Ducati enhances our everyday work.





brembo

BREMBO

47.5 mm



Italian Excellence

Brembo and Ducati, a story that began long ago.
Panigale V4 is just the latest chapter of a book about Italian excellence.

Interview with Roberto Lavezzi,
Technical Director of BU Motorcycles
Brembo S.p.A.

Brembo and Ducati, more than just a partnership, it's a fellowship. How did you arrive at such a close collaborative relationship?

Our relationship with Ducati began a long time ago. Over the years, we were able to win their trust, and this has been repaid with a relationship that is sometimes privileged. The Stylema® brake caliper is an example, a caliper that we developed with Ducati and for Ducati, and they will have priority use for a full model year. It's not the first time this has happened. Also for the 1199 Panigale, we initially developed the M50 front caliper for Ducati, which at the time was a turning point for OE calipers.

A new bike model almost always means new technology is introduced. Innovating in the field of brakes seems to be increasingly difficult, yet you always succeed.

We want to continue to innovate and we need important models that spread the message. When we are able, and this has happened numerous times, to present a new and highly evolved component on a vehicle that is sure to have special appeal, like the Panigale V4, this is ideal for us. When we have an idea on the drawing board, in fact, we decide to develop it precisely for a new vehicle that we believe has significant innovative contents.

What is the new feature that Brembo brings to the V4?

The new Stylema® caliper is a significant upgrade of the M50. Three points were kept constant, namely, the shape of the pads (but not the material, which is the protagonist of an evolution), the diameter of the pistons, and the connections on the fork. We considerably reduced the weight of the caliper, with a 9% decrease of the body weight and 7% of the overall weight, meaning body and pads. The height of the mounts was lowered from 39 mm to 34 mm and consequently the bolts are also shorter. We increased the airflow spaces to reduce the temperature of the brake fluid. The style has become more modern, and an opening was also created in the central bridge to further increase airflow. The caliper was completely revised, and we also created a new shape for the bridges, more direct, for the upper part of the caliper and the part that connects the two sides of the caliper itself. In addition, we reversed the position of the hose connection with the bleed port, which is now turned upside down compared to the previous caliper. We can affirm that the benefits of the new Stylema® caliper can be seen in the constant performance, the more responsive lever, greater deceleration applying the same force on the lever, and better rideability on mixed routes thanks to the weight reduction, but above all the greater air flow, which considerably reduces the temperature of the brake fluid. But our work was not limited to just the technical component; in fact, we developed a structured process for defining a name that would represent the values inherent in the caliper: Stylema®, a natural embrace between the words "Style" and "Stilema" (an Italian word referring

to a uniquely Italian way of describing the distinctive features that distinguish an individual designer or author).

Brembo and Ducati, an all-Italian duo that takes a different concept of Made in Italy (not just fashion but also technology) throughout the world.

It is both a source of pride and a constant challenge. Ducati surprises us each time with new and highly innovative models, and we have to respond to their projects by raising the bar on the components as well. When we were asking ourselves what to do on the caliper that was, and still is, a market reference, it was not easy. In the end, though, we found an evolution in both the machining process and the casting process, which enabled us to create a product that is even better.

"From the races to the street". What do these words mean for Brembo and Ducati?

Ducati has made this affirmation their credo, which they apply faithfully to each new super sports bike. And so also has Brembo. In fact, many of the products and technological solutions applied for the racing brake systems are then adopted for street use. When we talk about high-end super sports bikes, it's not enough for the components to have good technical contents, but they also have to have an affinity with the racing application. Better performance and less weight is the typical request we receive from Ducati in their new projects, and we always accept the challenge.



Steps forward in safety

The long partnership between Bosch and Ducati continues to grow stronger, thanks to the electronic systems on the new Panigale V4, which achieve exceptional results, successfully bringing together two seemingly irreconcilable concepts: safety and performance.

Interview of Stefano Cordara with Stefano Chianese, Customer Account Manager - 2 Wheeler & Powersports

How long have you been working alongside Ducati to jointly develop technological systems for use on premium models like the Panigale V4?

Our safety systems partnership with Ducati dates back to the introduction of ABS, so, since around 2010, 2011.

How does your partnership work? Is it right to say that you both contribute to the development of the "safety package"?

Yes. We do joint development work. We develop and market a number of solutions and Ducati is one of our most active partners, because it's devoted to safety as well as the more performance-based aspects of the system. For example, as part of a worldwide exclusive, the Panigale V4 boasts some of the functions that we decided to enhance on the ABS front, and we really had to put our heads together on those. We're constantly working with Alessandro Valia (Ducati Official Tester) and the Ducati team, coming up with ways to improve the system.

Bosch has always been at the cutting edge in terms of active/passive safety for all sorts of vehicles, including motorcycles, a field in which you've made huge strides. Ducati, meanwhile, is not only extremely meticulous when it comes to safety, but is also constantly working on ways to achieve unbeatable performance. How do you reconcile these two aspects?

Safety systems aim to boost the

confidence of all motorcyclists, including those who are looking for first-class performance. A system that is made right is therefore one that meets with everyone's approval, even those who see technology as a hindrance to performance. You could say that a well-designed safety system is a guardian angel watching over everybody's safety, and it strives to reconcile safety and performance.

Pretty much every time a top-of-the-range Ducati model is launched, it comes with groundbreaking technology on every level. Why have you chosen to make Ducati one of your key partners in innovation?

We've been partners with Ducati for many years. From the very beginning, we've had an outstanding relationship that unquestionably fosters the development of new features. This doesn't happen with many customers. That is why Ducati is one of our key partners. The challenge for us and our partners is to succeed in always adding features that are new.

To get down to specifics, one of those features that you've introduced on Ducati bikes (and to the world of motorcycles in general) is ABS Cornering, which works exclusively on the front axis. Which would you say is the most important part of the comprehensive technological package that you introduced on the Panigale V4?

Definitely "Slide Control". However, let's set aside what we did on the Panigale V4 for a second and compare it to what we did on the most recent twin-cylinder Panigale. The latter already had a Cornering system, which was also a world exclusive. The

Cornering system on the twin-cylinder Panigale was based on the "small" 9.1 MP ABS unit, which is the most compact in terms of dimensions. That ABS was a technical gem, excellent on the road and on the track as well, within certain limits. We didn't have enough knowledge of the system yet to use the cornering function in the "Race" configuration.

What we've done with the Panigale V4 (ABS Cornering with the Race configuration, plus the fact that it operates only on the front wheel) marks yet another step forward in development, and a decidedly complex one at that. That's because, at sharp lean angles, the handling of the motorcycle changes as well. The rolling diameters of the tyres change, as does the shape of the tyres and very often also the compounds. With the Panigale V4, we added the Cornering function to what we here at Bosch call "mode 1" (the Race configuration - Ed.) as well as to the other modes and, most importantly, we added the brand new "Slide Control" function. Essentially, on the Panigale V4, there's an inertia system that lets us exactly measure the motorcycle's position in space and its relative accelerations. Once you know all of the lean, yaw, roll and pitch angles, you can compare the yaw and lean angles and use that to create a function like "Slide Control". What it does, when you're braking, is allow you to skid until you reach yaw angles that were configured in tandem with Ducati. This means you can slide into curves in a spectacular fashion but with maximum safety, and all under the control of the electronics. Before the Panigale V4, that wasn't possible.



BOSCH

Invented for life

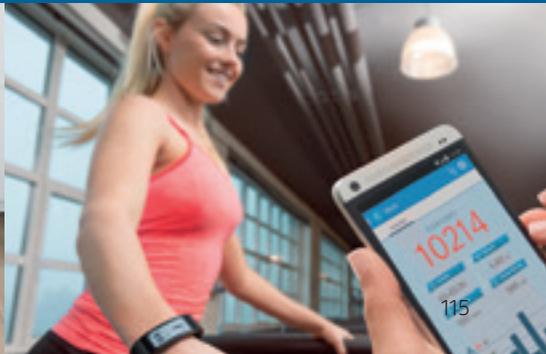


Invented for life



www.bosch.com

As an international leader in technology and services, Bosch is committed to improving quality of life. 390,000 associates in the four business sectors Mobility Solutions, Industrial Technology, Consumer Goods, and Energy and Building Technology work on innovative and connected solutions every day. Our products spark enthusiasm, improve quality of life, and help conserve natural resources.



Alessandro Valia (Ducati Official Tester) in action on the Mugello race track, wearing the Ducati Corse K1 racing suit in kangaroo leather that he helped to develop and test. To complete the racing outfit, the Ducati Corse Speed full-face helmet based on the shell of the RX-7 V by Arai, and Ducati Corse C3 gloves and boots.

Adrenaline Style





The exciting new additions to Ducati's range of technical apparel are its racing suits in kangaroo leather, which is not only highly resistant but also thinner and lighter. On this page is the one-piece Ducati Corse K1 racing suit. A personalized and tailor-made version is also available (visit www.ducatisumisura.com for more info). To complete the racing outfit, Ducati recommends Ducati Corse gloves and the Speed full-face helmet.





To achieve top performance, ensuring comfort for the head and the feet is essential. It is with this in mind that Ducati recommends the Ducati Corse Carbon helmet, created by Arai based on the RX-7V RC model, and the top-end model Ducati Corse V2 in carbon fibre. For the feet, Ducati Corse C3 racing boots, the state-of-the-art in footwear, are designed to ensure perfect safety as you take on the track.

A distinguishing trait of “Made in Italy” is its ability to blend style and aesthetics with technical excellence. That is certainly true of Ducati Corse gloves, crafted from full-grain cowhide leather with reinforced padding on the palm and carbon fibre knuckle protection. These gloves, with a level 1 certification, are available in either red or black, to perfectly match any racing suit colour combination. In the background, details of the brand new D-air® K1 racing suit in kangaroo leather, equipped with a built-in airbag that protects the neck shoulder blades and upper torso in the event of a fall.



The one-piece Ducati Corse racing suit, designed for the track and for the toughest curves, stands out due to its thermoformed rigid protectors and numerous elastic inserts that increase comfort in any riding position. While the original version features the livery designed by Aldo Drudi, the colours and size can be personalized using the "configurator" available on the www.ducatisumisura.com website.





The T1 trolley, part of the range of Redline technical travel bags developed in collaboration with OGIO, is made from highly resistant polyester fabric. Its every detail has been designed with the aim of easily transporting everything you need for a day at the track.

By  **OGIO**

CHAZ DAVIES
DUCATI SBK FACTORY RIDER

THIS IS THE CAP[®]

OF DUCATI CORSE

UNMATCHED TRADITION WITH ELITE PERFORMANCE.



Ducati Motor Holding S.p.A. official licensed product.



SuMisura: Safety made-to-measure

Ducati SuMisura is a project created especially to allow you, in just a few simple steps, to customize the layout and fit of your suit to make it a perfect match for your body shape.



1

Create your sketch

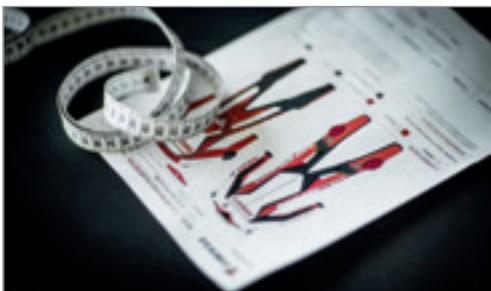
Go to ducatisumisura.com and use the configurator to create the draft sketch for your own suit. You can customize your suit with different colour combinations and decide where to position logos, text and images.



2

Send in your sketch

Save the PDF file of your configuration and send it directly to your trusted dealership, which will contact you to finalise all the details. You can choose between a suit in a standard or a tailored size. If you choose the tailor-made option, your dealership will make you an appointment with a specialised tailor.



3

Ordering your suit

After just a few days, you will receive a draft sketch from your Ducati dealership. Only once you have approved the design of your unique suit will it be sent to production.



4

Waiting for your suit to be made

Specialised professionals examine and cut the leather and prepare the materials. It is at this point that the various parts of the suit begin to take shape. Once assembled, these many different individual elements will form your unique and tailored garment.



5

Receiving your suit

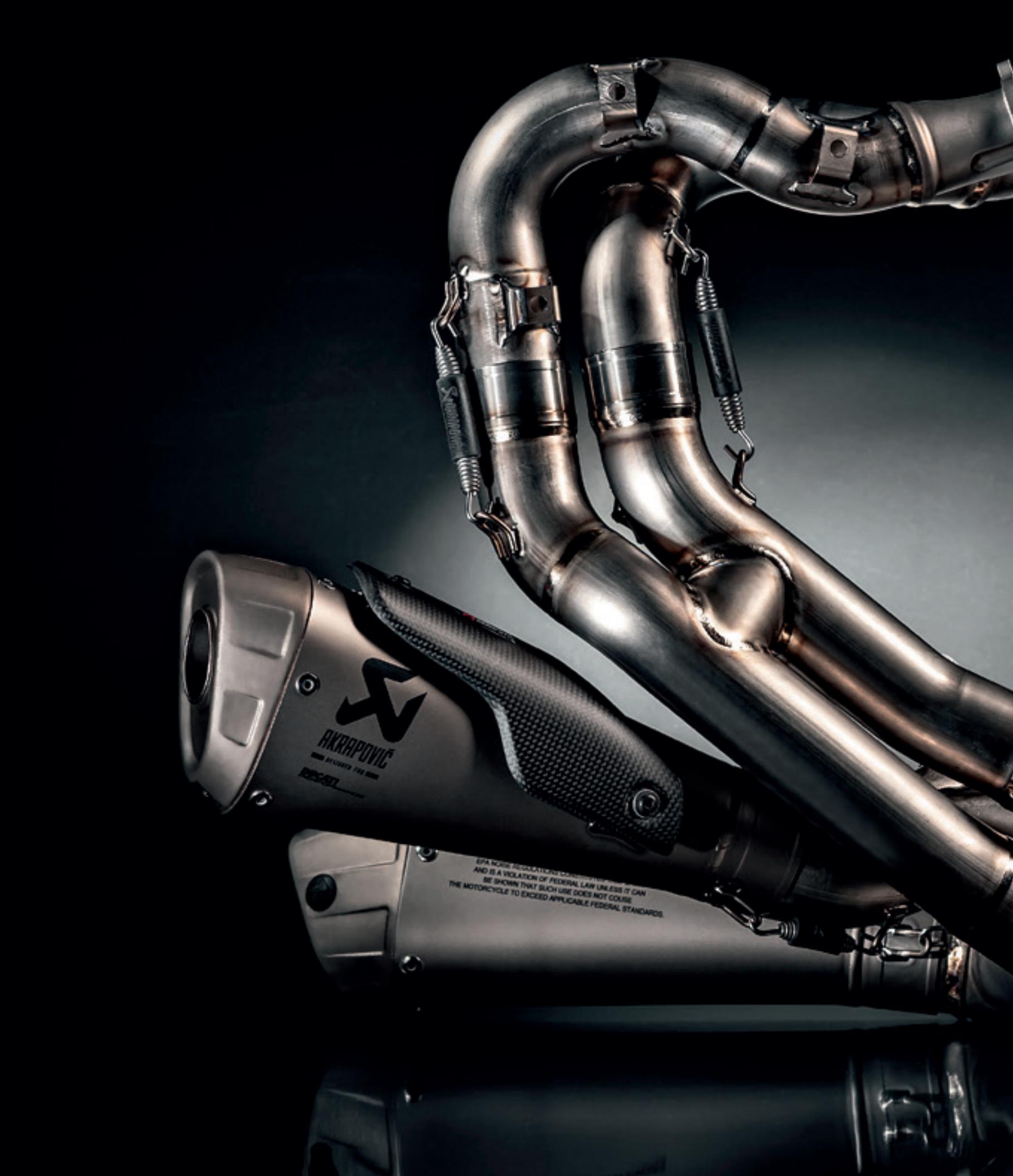
Your suit is ready to be worn: a select team of professionals have worked together to craft a garment that is one-of-a-kind and truly yours.

ducatiumisura.com

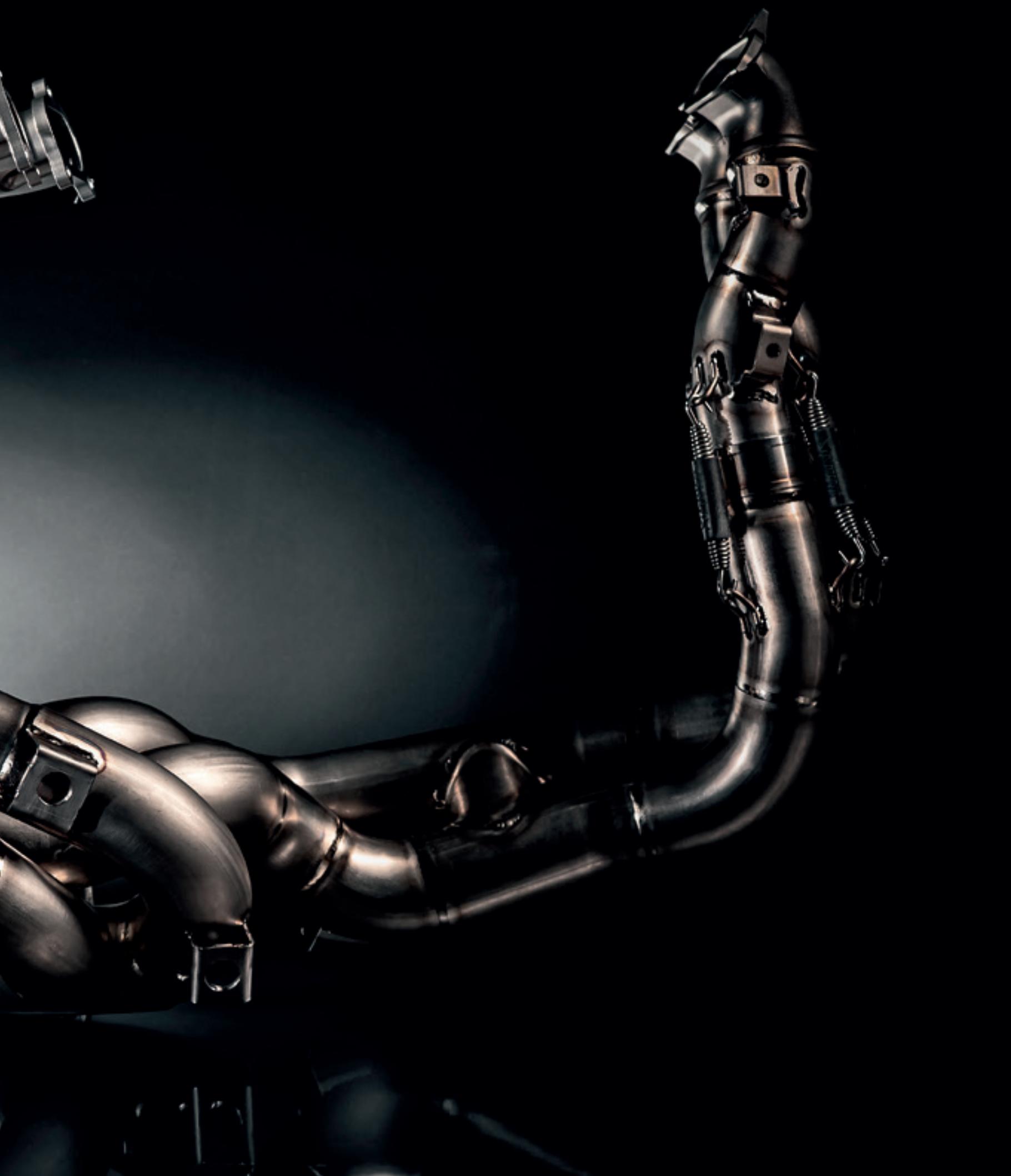
Make your bike one-of- a-kind

Here are the Ducati Performance accessories for the Panigale V4. Exhaust systems and mufflers designed to enhance its technical characteristics, carbon fibre details to reduce weight and emphasise its lines, components especially designed to achieve maximum performance and aesthetic appeal.





EPA noise regulations apply to motorcycles that are certified for sale in the United States and is a violation of federal law unless it can be shown that such use does not cause the motorcycle to exceed applicable federal standards.



Developed exclusively by Akrapovič with the support of Ducati's experience, this is the most advanced complete racing exhaust system on the market. Made from a special lightweight heat-resistant titanium alloy, which provides a reduction in weight and an increase in performance.



A larger sized Plexiglas windscreen with a smoke-grey finish provides greater aerodynamic protection



Rider comfort seat



Billet aluminium adjustable footpegs



Carbon fibre and titanium swingarm cover



Carbon fibre plate holder



DUCATI by  | *rizoma*



From the partnership between Ducati and Rizoma comes an exclusive new line of accessories characterized by a refined and minimalist design that emphasises the high quality standards of each individual component. It is a 100% Italian partnership that has led to the creation of a range of special components trademarked Ducati by Rizoma, designed with Ducati aficionados in mind. These parts are distinctive due to the meticulous care

that has gone into each and every detail, developed especially to customise every family of bikes Ducati manufactures. In this photo, from left to right, are presented accessories for the Panigale V4: brake lever guard, brake fluid tank, fuel tank cap in billet aluminium, handlebar weights, brake and clutch levers, and footpegs.



MONDOTTICA
EYEWEAR BRAND PARTNERS

A new point of view

Ducati engages Mondottica International to distribute its eyewear collections

Ducati has signed a license agreement with Mondottica International – a world leader in corrective eyewear and sunglasses – for distribution of its Ducati, Ducati Corse and Ducati Scrambler® eyewear lines for men. The aim of the multi-year agreement is to redefine the concept of eyeglasses using the distinctive Ducati style, which maintains a unique balance between innovation and tradition.

Hi-tech materials, clean lines and an advanced design are the hallmarks of a man who expresses his passion for motorcycles

in everyday life through attention to detail. The distinctive element of the collection is the Ducati elastic hinge, whose distinguishing characteristic is its spring. It's a fundamental, practical technical feature that offers extra flexibility, while preventing accidental movement if the hinge screws loosen. The Ducati elastic hinge, a remarkable example of micro-mechanics, is the result of using only quality metals and of precision machining. The first collection of Ducati eyewear consists of 5 product lines that include models with a

sporty look and other lines with vintage shapes and colours, in accordance with the latest trends. The range includes over 100 unique products that are specially intended for people who experience Ducati as their personal lifestyle.

This Spring, Ducati eyewear will become available at finer opticians, and a number of select models can be purchased at Ducati dealers.

DUCATI

1926

THE NEW FRAGRANCE FOR MAN



CHOOSE YOUR ESSENCE



travel
abenteuer
freedom
destination
scoperta
world
protection
comfort
esplorazione
touring



Expand your comfort zone

The new Multistrada 1260
will take you to places where
travelling becomes an experience
and the pleasure of riding is a
source of well-being.

A new engine.
Greater usability and control.
Making riding a sheer delight.









Increased displacement and even more enjoyable riding. On the road, torque is the key to a pleasurable riding experience.

More torque at low engine speeds promotes greater relaxation and ease of use in all conditions.

The new Multistrada 1260 has the highest torque in its class at low engine speeds. The progress on this front has gone hand in hand with the electric technology, which complements the riding dynamics and brings out the best of the features of the new Multistrada 1260. Maintaining safety is paramount.

Being in your comfort zone is the best way to appreciate “carefree” riding and you can customize the characteristics of the Multistrada 1260 with the four Ducati Riding Modes (Touring, Sport, Enduro and Urban), resulting in a motorbike that matches your needs like a perfectly tailored suit.

Each Riding Mode allows you to set up personal riding profiles to cater to highly specific individual requirements. It’s all about riding pleasure, either alone or with a passenger. In town or on unsurfaced roads, when you’re travelling and when you’re cruising around corners.

Our quest for improved ergonomics for riders and passengers has touched on everything, including special seat materials, new rear-view mirrors and an even greater focus on passengers, who can count on new grab handles.

Riding comfort and safety are top priorities.

More stable, more intuitive in its approach and even more exciting to ride, both with a single rider and with a passenger and luggage, the new Multistrada 1260 was conceived to create an even stronger bond between people and their motorcycles, taking comfort and the joys of riding to a whole new level.



Design and functionality. Performance and style.
Comfort and aesthetic appeal.
The captivating, original lines of the Multistrada
1260 make it instantly recognizable.
Research has led to an even more alluring and
sporty design, while also improving ergonomics
for riders and passengers.



The meticulous finishing on the seat, the new
exhaust system and the wheels that have been
exclusively designed for this model are all
features that strengthen the identity of the new
Multistrada 1260.

The same is true of the new Testastretta DVT
engine, which is both technically superior and
attractive thanks to its particularly clean-cut
layout.





Carefree travelling.

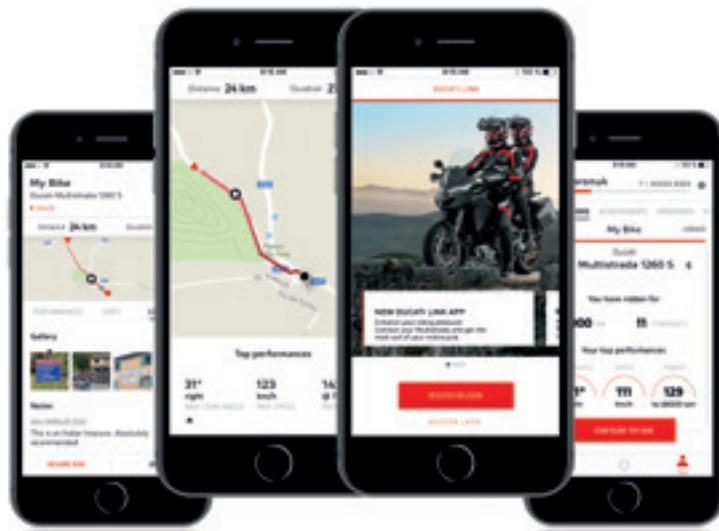
Ceaseless technological development brings about constant improvements. The results are plain to see throughout the lifespan of the motorcycle. Longer service intervals mean less time at the dealership and lower maintenance costs. You can travel 15,000 kilometres before an oil change is required and twice that far (30,000 km) before the main Desmo Service, when the valve clearance is checked and adjusted if necessary.



The new TFT Display (fitted as standard on the S, S D|air and Pikes Peak versions) also contributes to the pleasant sensation of having everything under control; it is brighter, making it easy to see in all conditions. The graphic set-up and menu layout have also changed: the information is more clearly arranged and easier to consult at a glance.

Everything is under control and close at hand. The functions of the left-handlebar buttons have been overhauled and serve as the new interface between the rider and the motorcycle. Helping to get the most out of the electronic systems, which have been enhanced and fine-tuned on the Multistrada 1260.





In the Web 2.0 world, it is crucial to stay connected at all times and the Multistrada is no exception.

The Ducati Link App brings the Multistrada 1260 into contact with the “outside world”.

Available for iOS and Android smartphones, the Ducati Link App allows you to record performance data ranging from speed and power to lean angle, fuel consumption and much more besides. All of the information can be stored and shared with other enthusiasts.

Comfort, protection and safety in all weather conditions. Thanks to the high-performance materials, the Strada C3 jacket and trousers are durable, waterproof and ventilated.

The Recon full face helmet is the perfect match for these garments. It is specially designed for sport touring, so it's ideal when you're riding a Multistrada 1260.



PANIGALE



Panigale V4

Displacement 1,103 cc
Power* 157.5 kW (214 HP) @ 13,000 rpm
Torque* 124 Nm (91.5 lb-ft) @ 10,000 rpm
Dry weight 175 kg (386 lb)



Panigale V4 S

Displacement 1,103 cc
Power* 157.5 kW (214 HP) @ 13,000 rpm
Torque* 124 Nm (91.5 lb-ft) @ 10,000 rpm
Dry weight 174 kg (384 lb)



Panigale V4 Speciale**

Displacement 1,103 cc
Power* 157.5 kW (214 HP) @ 13,000 rpm
Torque* 124 Nm (91.5 lb-ft) @ 10,000 rpm
Dry weight 174 kg (384 lb) without racing equipment



1299 Panigale R Final Edition

Displacement 1,285 cc
Power* 154 kW (209 HP) @ 11,000 rpm
Torque* 142 Nm (104.7 lb-ft) @ 9,000 rpm
Dry weight 168 kg (370 lb)



959 Panigale

Displacement 955 cc
Power* 110 kW (150 HP) @ 10,500 rpm
Torque* 102 Nm (75 lb-ft) @ 9,000 rpm
Dry weight 176 kg (387.2 lb)



959 Panigale Corse

Displacement 955 cc
Power* 110 kW (150 HP) @ 10,500 rpm
Torque* 102 Nm (75 lb-ft) @ 9,000 rpm
Dry weight 175.5 kg (387 lb)



959 Panigale***

Displacement 955 cc
Power* 110 kW (150 HP) @ 10,500 rpm
Torque* 102 Nm (75 lb-ft) @ 9,000 rpm
Dry weight 171 kg (377 lb)



959 Panigale Corse***

Displacement 955 cc
Power* 110 kW (150 HP) @ 10,500 rpm
Torque* 102 Nm (75 lb-ft) @ 9,000 rpm
Dry weight 172 kg (379.2 lb)

MULTISTRADA



Multistrada 950

Displacement 937 cc
Power* 83 kW (113 HP) @ 9,000 rpm
Torque* 96 Nm (71 lb-ft) @ 7,750 rpm
Dry weight 204 kg (450 lb)



Multistrada 1260

Displacement 1,262 cc
Power* 116.2 kW (158 HP) @ 9,500 rpm
Torque* 129.5 Nm (95.5 lb-ft) @ 7,500 rpm
Dry weight 209 kg (461 lb)



Multistrada 1260 S

Displacement 1,262 cc
Power* 116.2 kW (158 HP) @ 9,500 rpm
Torque* 129.5 Nm (95.5 lb-ft) @ 7,500 rpm
Dry weight 212 kg (467 lb)



Multistrada 1260 S DJ air

Displacement 1,262 cc
Power* 116.2 kW (158 HP) @ 9,500 rpm
Torque* 129.5 Nm (95.5 lb-ft) @ 7,500 rpm
Dry weight 213 kg (470 lb)



Multistrada 1260 Pikes Peak

Displacement 1,262 cc
Power* 116.2 kW (158 HP) @ 9,500 rpm
Torque* 129.5 Nm (95.5 lb-ft) @ 7,500 rpm
Dry weight 206 kg (454 lb)



Multistrada 1200 Enduro

Displacement 1,198 cc
Power* 112 kW (152 HP) @ 9,500 rpm
Torque* 128 Nm (94 lb-ft) @ 7,500 rpm
Dry weight 225 kg (496 lb)



Multistrada 1200 Enduro Pro

Displacement 1,198 cc
Power* 112 kW (152 HP) @ 9,500 rpm
Torque* 128 Nm (94 lb-ft) @ 7,500 rpm
Dry weight 232 kg (511 lb)

HYPERMOTARD



Hypermotard 939

Displacement 937 cc
Power* 81 kW (110 HP) @ 9,000 rpm
Torque* 95 Nm (70 lb-ft) @ 7,500 rpm
Dry weight 181 kg (399 lb)



Hypermotard 939 SP

Displacement 937 cc
Power* 81 kW (110 HP) @ 9,000 rpm
Torque* 95 Nm (70 lb-ft) @ 7,500 rpm
Dry weight 178 kg (392 lb)



xDiavel

Displacement 1,262 cc
Power* 112 kW (152 HP) @ 9,500 rpm
Torque* 126 Nm (93 lb-ft) @ 5,000 rpm
Dry weight 220 kg (485 lb)



xDiavel S

Displacement 1,262 cc
Power* 112 kW (152 HP) @ 9,500 rpm
Torque* 126 Nm (93 lb-ft) @ 5,000 rpm
Dry weight 220 kg (485 lb)

DIAVEL

modelyear2018



Diavel

Displacement 1,198 cc
Power* 112 kW (152 HP) @ 9,000 rpm
Torque* 123 Nm (91 lb-ft) @ 8,000 rpm
Dry weight 210 kg (463 lb)



Diavel Carbon

Displacement 1,198 cc
Power* 112 kW (152 HP) @ 9,000 rpm
Torque* 123 Nm (91 lb-ft) @ 8,000 rpm
Dry weight 210 kg (463 lb)



Diavel Diesel

Displacement 1,198 cc
Power* 112 kW (152 HP) @ 9,000 rpm
Torque* 123 Nm (91 lb-ft) @ 8,000 rpm
Dry weight 210 kg (463 lb)

MONSTER



Monster 797

Displacement 803 cc
Power* 54 kW (73 HP) @ 8,250 rpm
Torque* 67 Nm (49 lb-ft) @ 5,750 rpm
Dry weight 175 kg (386 lb)



Monster 797+

Displacement 803 cc
Power* 54 kW (73 HP) @ 8,250 rpm
Torque* 67 Nm (49 lb-ft) @ 5,750 rpm
Dry weight 175 kg (386 lb)



Monster 821

Displacement 821 cc
Power* 80 kW (109 HP) @ 9,250 rpm
Torque* 86 Nm (64 lb-ft) @ 7,750 rpm
Dry weight 180.5 kg (398 lb)



Monster 1200

Displacement 1,198cc
Power* 108 kW (147 HP) @ 9,250 rpm
Torque* 124 Nm (91 lb-ft) @ 7,750 rpm
Dry weight 187 kg (412 lb)



Monster 1200 S

Displacement 1,198cc
Power* 108 kW (147 HP) @ 9,250 rpm
Torque* 124 Nm (91 lb-ft) @ 7,750 rpm
Dry weight 185 kg (408 lb)



Monster 1200 R

Displacement 1,198cc
Power* 112 kW (152 HP) @ 9,250 rpm
Torque* 125 Nm (92 lb-ft) @ 7,750 rpm
Dry weight 180 kg (397 lb)

SUPERSPORT



Supersport

Displacement 937 cc
Power* 81 kW (110 HP) @ 9,000 rpm
Torque* 93 Nm (69 lb-ft) @ 6,500 rpm
Dry weight 184 kg (405 lb)



Supersport S

Displacement 937 cc
Power* 81 kW (110 HP) @ 9,000 rpm
Torque* 93 Nm (69 lb-ft) @ 6,500 rpm
Dry weight 184 kg (405 lb)

The Ducati range awaits you at your dealership. Get in touch and find the right Ducati for you.

*The power/torque values indicated are measured using an engine dynamometer according to homologation regulation and they correspond to the homologated data, as quoted in the Bike Registration Document.

**The photo shows the Panigale V4 Speciale fitted with the Ducati Performance by Akrapovič exhaust system, not type-approved for road use.

***Underbelly exhaust silencer available only for US, Australia, Canada and Mexico markets.

SCRAMBLER DUCATI

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THE LAND OF JOY WELCOMES THE SCRAMBLER® 1100,
THE NEW HEAD OF THE FAMILY THAT IS TAKING THE
SCRAMBLER® RANGE TO A NEW DIMENSION OF MATURITY
AND SOPHISTICATION. THIS BIKE OFFERS NOT ONLY
INCREASED DISPLACEMENT, BUT ALSO LARGER DIMENSIONS,
AND IS CHARACTERIZED BY ALL NEW EQUIPMENT.





THE NEW 1100 IS PERFECTLY
IN LINE WITH THE SCRAMBLER®
PHILOSOPHY, CREATED TO MEET
THE NEEDS OF EVEN THE MOST
EXPERT AND DEMANDING RIDERS.

With more muscular lines and superior comfort and control, the new Scrambler® 1100 glorifies the spirit of the Land of Joy with its more mature performance while amplifying the creative Scrambler® disposition with its state-of-the-art equipment. This is not a simple “upgrade”, but a completely new model, one which guarantees absolute enjoyment and ease of use, in keeping with the utter freedom of expression that has always been a hallmark of the Scrambler® brand. The classic relaxed riding position is paired with a more sophisticated look and substantial complement of equipment, with three Riding Modes (Active, Journey and City), Ducati Traction Control, Bosch Cornering ABS and 320 mm dual front discs which permit the enjoyment of the generous torque of the new 1079 cc engine in total safety. This is a bike that adapts perfectly to different riding styles, including those of the most demanding motorcyclists, and to different conditions of use – as confirmed by the fact that there are three different versions of the new Scrambler® 1100. Alongside the standard version, there is the Special, inspired by the world of customisations, and the Sport, enhanced by its Öhlins suspension system. Three new ways to enjoy the style, fun and freedom of expression of the Land of Joy.







1100

The new Scrambler® 1100 glorifies the Land of Joy spirit: a motorbike that amplifies the creative disposition of Scrambler in more mature and sophisticated lines, with a solid balance between muscle and compactness. A version that translates the freedom of expression characteristic of the Scrambler universe into superior comfort and unimaginable mastery. The Scrambler® 1100 comes with advanced outfitting and equipment.

3 Riding Modes and the Ducati Traction Control assure you maximum freedom and easy riding while the ABS Cornering Bosh and 320 mm double disc lets you enjoy the generous torque of the new 1079 cu. cm engine in total safety. Available in two colours: '62 Yellow and Shining Black.



CORNERING ABS



TRACTION CONTROL



RIDING MODES

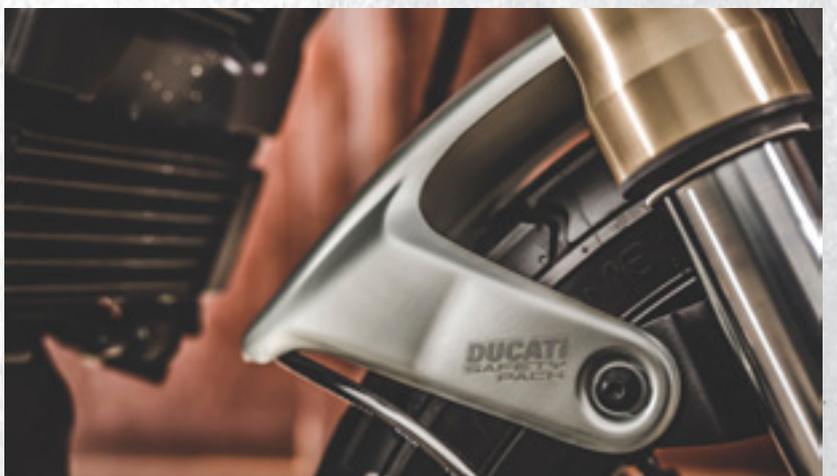




1100 SPECIAL

Taking customisation as its inspiration, the Scrambler® 1100 Special is a contemporary classic that has the elegance and character of black spoke wheels, aluminium mudguards and chrome exhausts. It is a personal statement that gets an update in the dedicated colour "Custom Grey", enhanced by tank side panels in anodised aluminium. A unique setup for this version topped off by a brushed swinging arm, low handlebars with variable width and the exclusive seat upholstery.







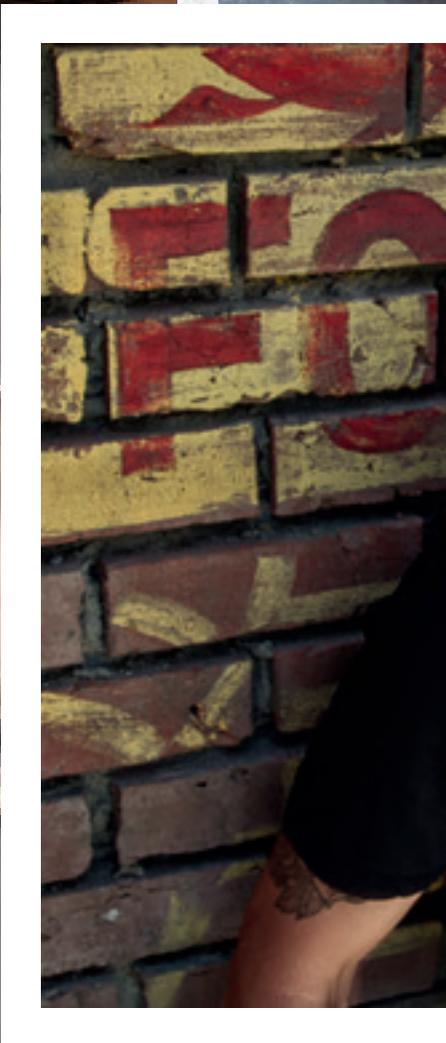


Influenced by “muscle bike” customisations, the Scrambler® 1100 Sport flaunts a sportier attitude on the road. The colouring “Viper Black” with the yellow under panel adds to the aggressiveness of the yellow double band on the mudguards and tank. The superior performance of the forks and Öhlins shock absorber, racing features that produce the ideal position for riders who love to express themselves through speed.



1100 SPORT







NEW SCRAMBLER® COLLECTION

With the new Scrambler® 1100 come some important new additions to the relevant line of apparel, in perfect harmony with the style that characterises the bike itself. The new Scrambler® apparel collection includes casual clothing, ideal for an outdoor lifestyle and made with authentic materials. Jackets, sweatshirts, T-shirts, gloves and baseball caps offer an up-to-date interpretation of the style of the past and create something absolutely contemporary, a collection that goes beyond simple riding gear. It is a true lifestyle option that blurs the boundaries between technical gear and fashion, once again celebrating self-expression and a free spirit.

Each article has been designed and manufactured with the utmost attention to detail, each finishing touch crafted to create garments for men and women that are not only fashionable but also comfortable to wear. The unmistakable stylistic heritage, made up of logos, colours and details that identify the world of Scrambler®, is instantly recognisable.





THE WORLD OF FUN AND JOY IS NOT ONLY ABOUT THE MOTORCYCLES. IT ALSO ENCOMPASSES FOOD AND MUSIC, WITH THE FOOD FACTORY AND SCRAMBLER® RADIO.

The style and creativity that characterise the Land of Joy extend far beyond the boundaries of traditional motorcycle culture. Scrambler® is, in fact, the only motorcycle brand in the world whose businesses include a themed restaurant: the Scrambler® Food Factory. A place for meeting up and having fun, where the Scrambler® philosophy is translated into a dining experience. Scrambler® is likewise the only motorcycle in the world to have its own official radio station. Scrambler® Radio broadcasts include a music playlist (in rotation at scramblerducati.com) and live performances on Facebook, made possible by a travelling broadcasting studio, capable of providing direct coverage of events relating to the world of Scrambler®, including the most important exhibitions and themed events, and keeping fans of the Land of Joy engaged with international guests, in-depth programmes and exclusive news and sneak peaks. Motorcycles, accessories and apparel take centre stage at the Scrambler® Camps in Barcelona, Bologna, Milan, Padua and Shanghai, where you can peruse and purchase all of the brand's products while immersed in a unique and engaging atmosphere, in true Scrambler® style.





LEARN HOW TO RIDE A SCRAMBLER® OFF ROAD AT THE SCRAMBLER® OFF ROAD & FLAT TRACK SCHOOL!





DAYS OF JOY

The cloud of dust kicked up by the rear wheel when you open up the throttle, countersteering by turning the handlebars in the opposite direction from the turn, and all the while the smell of a barbecue mingles with the aroma of exhaust. That is the atmosphere at Days of Joy, the event dedicated to anyone who wants to have a real Scrambler® experience while also taking advantage of a host of other engaging activities, including the Scrambler® Women's Riding School, the Cooking Class organised by Cucchiaio d'Argento and, most importantly, the Off Road & Flat Track School. 53,000 square metres of dirt track to discover under the careful supervision of expert instructors, all with the aim of having fun, relaxing and enjoying the outdoor lifestyle!



DESERT SLED BLACK EDITION

The Scrambler® Desert Sled Black Edition is a special version that adds a stamp of personality to the bike's off-road character. The name "Desert Sled" refers to the standard over-500 cc motorcycles that used to be modified by their riders for use in the California desert, with knobby tyres, reinforced suspensions, spoked wheels and engine protection plates to protect the bikes against debris and arduous desert roads. The Scrambler® Desert Sled Black Edition evokes this spirit perfectly, accented by a colour scheme that pays tribute to the 1980s, the golden age of enduro motorcycles.



MACH 2.0



MACH 2.0

The colours that accent the fuel tank and the mudguards leave no room for doubt: the Scrambler® Mach 2.0 draws its inspiration from the ambience of the West Coast in the 1970s. It was an age when the surf culture, with its sunshine-worshipping lifestyle, expressed itself in warm pastel tones. Roland Sands, the famous Californian designer, has used those same tones on this Scrambler®, with its exclusive equipment and evocative name that recalls that of the 250 cc Mach 1, the motorcycle that has played a major role in the history of Ducati.





STREET CLASSIC

The new Scrambler® Street Classic develops the concept of self-expression in a set-up that pays homage to the 1970s with its special attention to details, such as spoked wheels in aluminium and the iconic classic logo.

The exclusive Volcano Grey colour is enhanced by the character of the engine, with its black cylinder heads and brushed fins drawn from the Scrambler® Café Racer, for a look that blends a vintage flavour with details in a contemporary style.



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1100

DISPLACEMENT 1,079 CC
POWER* 63 kW (86 HP) @ 7,500 rpm
TORQUE* 88 Nm (65 lb-ft) @ 4,750 rpm
DRY WEIGHT 189 kg (417 lb)



1100 Special

DISPLACEMENT 1,079 CC
POWER* 63 kW (86 HP) @ 7,500 rpm
TORQUE* 88 Nm (65 lb-ft) @ 4,750 rpm
DRY WEIGHT 194 kg (428 lb)



1100 Sport

DISPLACEMENT 1,079 CC
POWER* 63 kW (86 HP) @ 7,500 rpm
TORQUE* 88 Nm (65 lb-ft) @ 4,750 rpm
DRY WEIGHT 189 kg (417 lb)



Desert Sled Black Edition

DISPLACEMENT 803 CC
POWER* 54 kW (73 HP) @ 8,250 rpm
TORQUE* 67 Nm (49 lb-ft) @ 5,750 rpm
DRY WEIGHT 191 kg (421 lb)



Café Racer

DISPLACEMENT 803 CC
POWER* 54 kW (73 HP) @ 8,250 rpm
TORQUE* 67 Nm (49 lb-ft) @ 5,750 rpm
DRY WEIGHT 172 kg (379 lb)



Mach 2.0

DISPLACEMENT 803 CC
POWER* 54 kW (73 HP) @ 8,250 rpm
TORQUE* 67 Nm (49 lb-ft) @ 5,750 rpm
DRY WEIGHT 170 kg (375 lb)

SCRAMBLER DUCATI



Icon

DISPLACEMENT 803 CC
POWER* 54 kW (73 HP) @ 8,250 rpm
TORQUE* 67 Nm (49 lb-ft) @ 5,750 rpm
DRY WEIGHT 170 kg (375 lb)



Street Classic

DISPLACEMENT 803 CC
POWER* 54 kW (73 HP) @ 8,250 rpm
TORQUE* 67 Nm (49 lb-ft) @ 5,750 rpm
DRY WEIGHT 170 kg (375 lb)



Full Throttle

DISPLACEMENT 803 CC
POWER* 54 kW (73 HP) @ 8,250 rpm
TORQUE* 67 Nm (49 lb-ft) @ 5,750 rpm
DRY WEIGHT 170 kg (375 lb)



Sixty2

DISPLACEMENT 399 CC
POWER* 30 kW (40 HP) @ 8,750 rpm
TORQUE* 34 Nm (25 lb-ft) @ 8,000 rpm
DRY WEIGHT 167 kg (368 lb)

The images showed can refer to prototypes that may undergo modifications, also of a significant nature, during the industrialization phase and are therefore solely informative, providing reference. The images are thus in no way binding for Ducati Motor Holding S.p.A. - A sole shareholder company, subject to the management and coordination activities of Audi AG.

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One picture, thousands of likes, hundreds of comments. Andrea Dovizioso had a very memorable MotoGP season and this snap was our biggest hit on Instagram in 2017. Keep on following us: **our success is all thanks to you.**

Ducati
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 Ducati Motor Holding S.p.A.

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SCRAMBLER DUCATI

The logo features a circular emblem with a stylized 'S' and 'F' intertwined, with the words 'FOOD' and 'FACTORY' stacked vertically to the right.

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