

DUCATI

The Redline Magazine

1|2016

ARE YOU READY
TO CHANGE POSITION?



LOW SPEED EXCITEMENT

DUCATI ENTERS THE WORLD
OF CRUISERS.
IN ITS OWN SPECIAL WAY

5000, 60, 40

THE XDIAVEL NUMBERS:
RPM OF MAXIMUM TORQUE,
ERGONOMIC COMBINATIONS, LEAN ANGLE

THE ENGINE IS THE KING

NEW DUCATI
TESTASTRETTA DVT 1262:
DESIGN MEETS PERFORMANCE



Engineered by
Bianchi



Ducati 330 SX
Passion beyond the borders.



DUCATI ¹⁹²⁶/₂₀₁₆ 90

NINETY YEARS OF PASSION AND PERFORMANCE



Ducati will be celebrating a string of anniversaries in 2016, including the 90th year of its founding in 1926. Throughout almost a century of the company's history there has been a leitmotif of inspired excellence in the development of ideas, in the design and creation of innovative products, that interpret the needs of the market and often anticipate those needs that constantly change with the passing of the years and succession of events.

With this in mind, it is essential to mark the 70 years that have passed since 1946 when the first Ducati two-wheel vehicle – the Cucciolo – was created, the 60 that have gone by since 1956 when engineer Taglioni developed the Desmodromic timing system for the Ducati 125s, which in the following two years would be racing in the MotoGP, and the 30 years since the first liquid-cooled 4-valve engine was produced by Massimo Bordi and Gianluigi Mengoli in 1986. The layout of this engine is still used on our production bikes today and is the reason why we win hundreds of races and dozens of championships in all categories.

These milestones would not have been possible without the pursuit of excellence and the capacity for innovation that has always governed the company's activities. Production of the Ducati Cucciolo, which was powered by a 4-stroke engine that was extremely sophisticated for the time, was made possible due to Ducati's experience in precision mechanics. The Desmodromic valve actuation

system was yet another engineering masterpiece. It also resolved the issue that prevented race engines at that time from performing at higher rpm due to the poor quality of valve springs available then.

This type of timing system, which was later transferred to standard production, in addition to making Ducati engines unique and wholly distinct, guaranteed an advantage in terms of performance over all its competitors.

The Desmodromic system is still today the distinguishing feature of all Ducati engines – an exclusivity that no other competitor in the world has been able to replicate. Added to this, the DVT (Desmodromic Variable Timing) system, launched last year, adds an automatic camshaft timing variator, yet again a new solution that only Ducati has been able to design and manufacture.

Knowing our past is essential if we wish to glimpse the future, as is also evidenced by the launches for 2016 of the new XDiavel and the Multistrada 1200 Enduro making their entry into new and important market segments, as well as the Ducati Scrambler Sixty2, which extends the Land of Joy to a younger audience. And speaking of the future, 2016 will also be the year of the World Ducati Week – a new and extraordinary opportunity to celebrate together our great passion for Ducati.

Claudio Domenicali
CEO of Ducati Motor Holding



A STORY THAT GOES BACK A LONG WAY

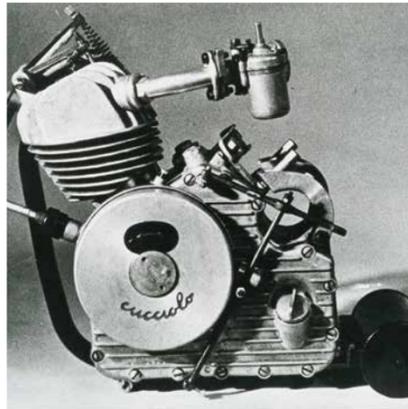
1926

1946

1954



The Ducati family, together with other local investors, establish the Società Radio Brevetti Ducati. The aim is to produce industrial components for the growing field of radio transmissions based on Adriano Ducati's patents.



The Ducati Cucciolo, a small auxiliary engine for bicycles, is built and becomes famous all over the world. Within a short time the Cucciolo turns into a miniature motorcycle and begins to rack up a number of racing victories, including the Emilia-Romagna regional championship with Mario Recchia.

Ducati begins its activity manufacturing components for radio transmissions (in particular the innovative Manens capacitor). It foresees and rides on the success of this rapidly expanding field, invented by another Bologna-born genius, Guglielmo Marconi. Adriano Cavalieri Ducati, then only nineteen, establishes the Società Scientifica Radio Brevetti Ducati together with his brothers Marcello and Bruno.

In addition to capacitors, other electrical and high-precision mechanical components are produced and exported worldwide. These include the Ducati "Sogno" micro camera, designed with features that are futuristic for the time. During the industrial conversion after the war, Ducati starts out by producing the Cucciolo, and later in 1949, launches the Ducati 60, the first motorcycle to be completely designed at Borgo Panigale. This is the beginning of a story that continues to this day.



Ducati Meccanica is established and dedicated to the creation of motorcycles. When great technicians such as Fabio Tagliani join the company, unique engineering solutions are introduced and these are still being developed today. Racing successes continue: Motogiro, the Swedish GP (1956) and the Gran Premio delle Nazioni (1958).

DUCATI CELEBRATES 90 YEARS OF ITS HISTORY. SINCE 1926 IT HAS BEEN BUILDING EMOTIONS. DUCATI IS AN ITALIAN EXCELLENCE THAT STARTED IN BORGO PANIGALE AND CONTINUES TO GROW EVERY YEAR.





A STORY THAT GOES BACK A LONG WAY

1972

1979

1988



Ducati wins the legendary 200 Miglia in Imola with the twin-cylinder Desmodromic 750. The descendent of this bike will be the exceptional Ducati 750 Super Sport.



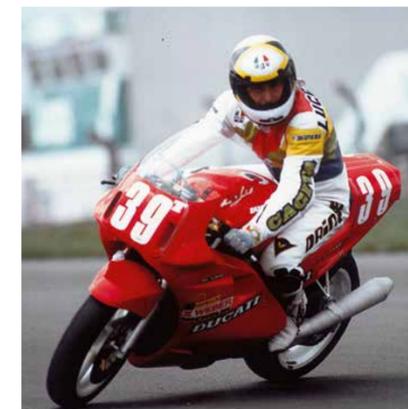
The 500 Pantah, equipped with a new belt-driven system and a trellis frame, is presented to the public.

On 1 May 1954, a young engineer named Fabio Tagliani from Lugo di Romagna joined Ducati, and this was the turning point.

In point of fact, the idea and introduction of the Desmodromic timing system and all motorcycle design projects up to the 70s were thanks to Tagliani; from the "Marianna" 100/125 used in the Endurance races of the 50s, the 125 Triple Camshaft Desmo, which raced in the World Championships of 1957 and 1958, and the 500 GP of 1971, the first model in the successful Ltwin cylinder range.

His most famous and successful projects also include the Scramblers 250/350 and 450 with the new "wide-case" single-cylinder engine from the late '60s and the Ltwin 750 cc of 1971, the progenitor of all Ducati maxi motorcycles of today.

THE HISTORY OF DUCATI IS PROPELLED BY AN INIMITABLE ENGINEERING TALENT THAT HAS ALWAYS DESIGNED UNMISTAKABLY UNIQUE BIKES WITH A PROFOUND SPORTING SPIRIT



Marco Lucchinelli wins his first victory in the World Superbike Championship at Donington.





A STORY THAT GOES BACK A LONG WAY

1994

2003

2007

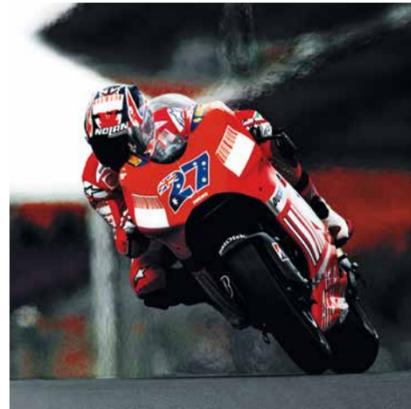
2015



Carl Fogarty wins the first of his four World Superbike Championships on the Ducati 916, the most iconic sports bike of the last twenty years.



Ducati begins its MotoGP adventure. The result is a podium finish in the first MotoGP race, a pole position in the third, and victory in the sixth – achievements that prove the strength of the Desmosedici and Loris Capirossi.



The Desmosedici 800cc makes its debut and Ducati clinches its first world title in the MotoGP class – the first time for a European motorcycle manufacturer after 34 years – thanks to Casey Stoner and the Desmosedici GP07.

However, in the second half of the '80s, another leap forward was necessary in the effort to remain competitive: this need is met with the introduction of four-valve timing, liquid cooling and electronic fuel injection – innovations so great that this engine configuration, constantly evolved and improved over time, is still used today, even for the prestigious 1285 cc on the futuristic 1299 Panigale.

Including the 916 model of 1993, a classic that literally revolutionised the concept of sport bikes, these engines allowed Ducati to dominate all categories of production-derived bikes, from Superbike, with over 800 podiums so far, to Superstock.



The millionth Ducati rolls off the production line at the Borgo Panigale factory: a Monster 1200 S featuring a customised silk screen print in celebration of this important milestone. In this same year, the 1199 Panigale becomes the first motorcycle ever to win the Compasso d'Oro, Italy's most revered award in the field of design.



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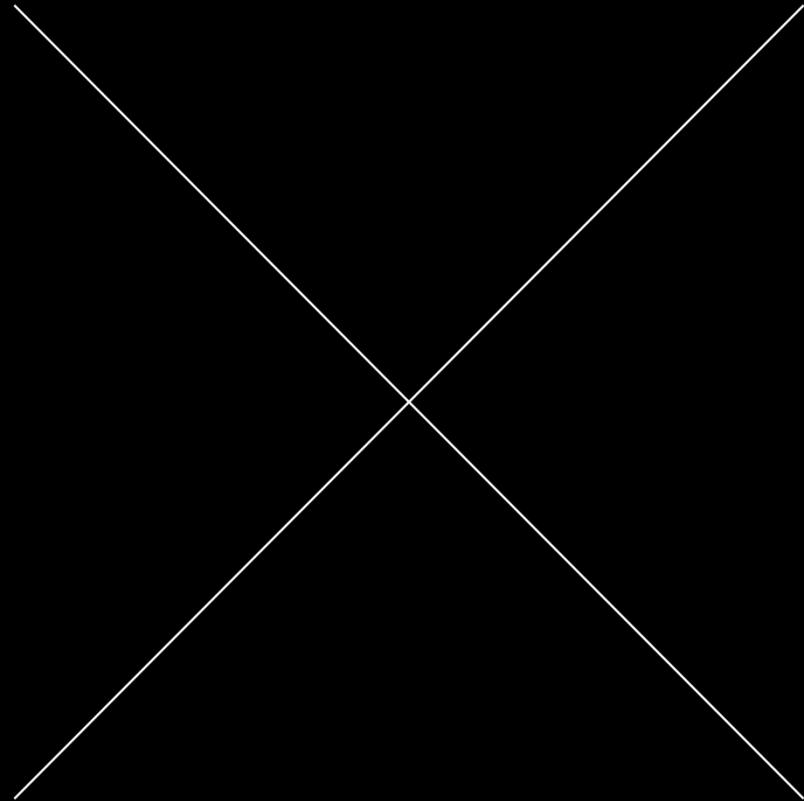
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X IS THE CROSS BETWEEN

LOW SPEED

EXCITEMENT

LIFESTYLE

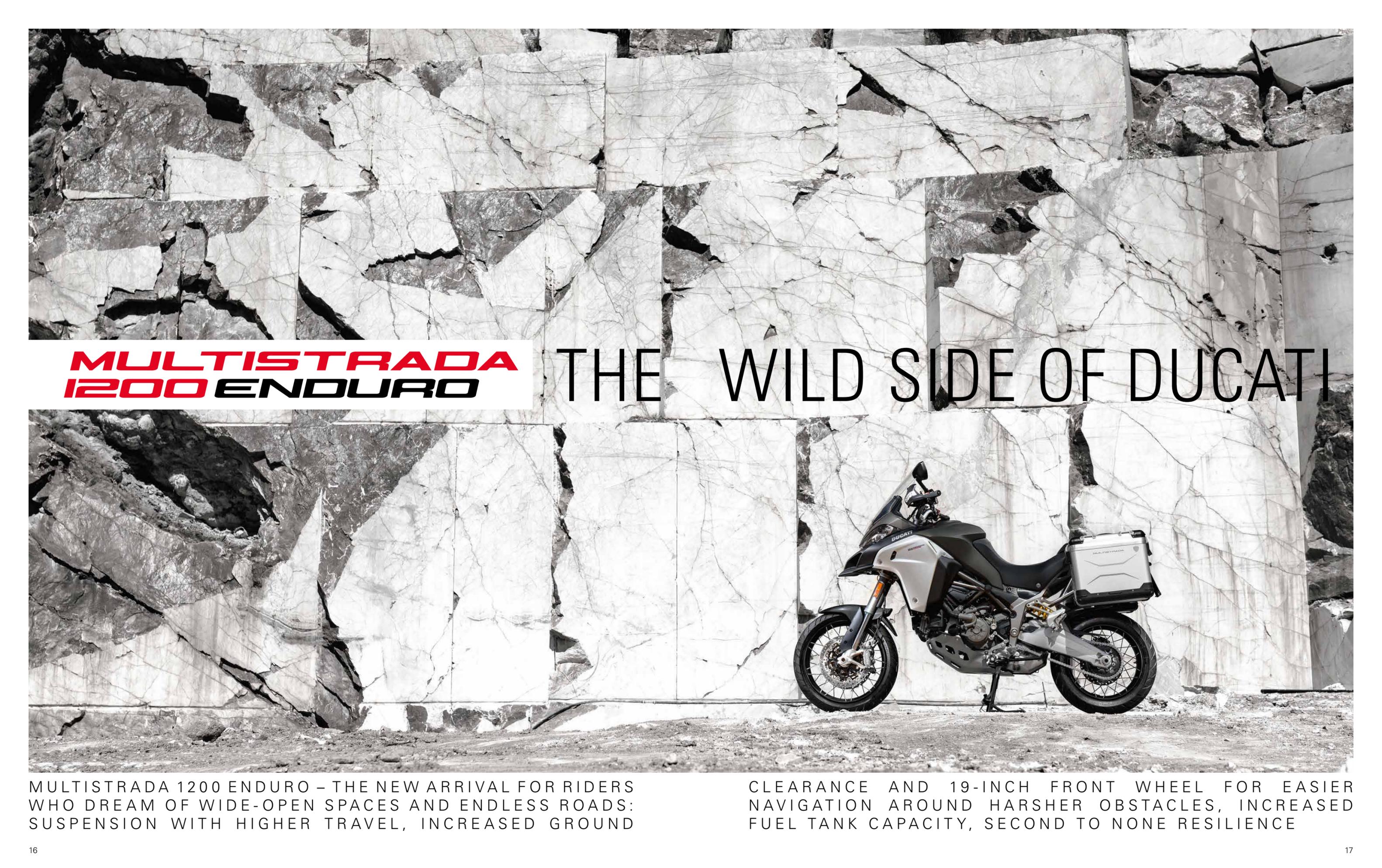
TECHNOLOGY

AMERICAN CULTURE

ITALIAN BEAUTY

FEET FORWARD

CORNERING PERFORMANCE



**MULTISTRADA
1200 ENDURO**

THE WILD SIDE OF DUCATI

MULTISTRADA 1200 ENDURO – THE NEW ARRIVAL FOR RIDERS WHO DREAM OF WIDE-OPEN SPACES AND ENDLESS ROADS: SUSPENSION WITH HIGHER TRAVEL, INCREASED GROUND

CLEARANCE AND 19-INCH FRONT WHEEL FOR EASIER NAVIGATION AROUND HARSHER OBSTACLES, INCREASED FUEL TANK CAPACITY, SECOND TO NONE RESILIENCE

AN AUTHENTIC TWO-WHEEL
GLOBETROTTER: THIS IS HOW THE
NEW MULTISTRADA 1200 ENDURO
WAS DESIGNED AND CREATED,
OFFERING ITS OWN "ADVENTURE"
INTERPRETATION OF STYLE,
PERFORMANCE AND TECHNOLOGY
– DISTINCTIVE FEATURES OF ALL
DUCATIS

The Ducati Multistrada has evolved, has become more specialised, combining riding pleasure and the idea of "four-bikes-in-one" with an absolute calling for touring and adventurous travel. To achieve such a goal, a bike must be able to travel without complications, also when the asphalt ends, to offer considerable fuel range, to provide greater rider/passenger protection, sufficient space to carry all that is needed, even when modern comforts are inaccessible, and to be totally reliable, especially when riding in extreme and tough conditions. Important changes and a completely new range of dedicated components were needed to offer such a combination of features.

The first step was to define a riding position that would allow excellent control of the bike, both on- and off-road; the second step was to design the front end, ensuring the availability of adequate wind protection, and allowing this section to match with a 30-litre fuel tank so as to guarantee over 450 km of range. Finally, the exhaust system was to be positioned higher so as to equip the bike with larger side panniers and to leave room for the generously-sized double-sided swinging arm.

Spoke wheels (19-inch at the front) and tubeless tyres, suspension with longer travel and wider ground clearance complete the bike's specifications.





The mission for adventure of the new Multistrada 1200 Enduro is clear at first sight: it is high, wide and imposing and features a range of details that highlight its touring soul.

BASED ON AN EXCELLENT RANGE OF TECHNICAL EQUIPMENT, THE MULTISTRADA 1200 IS EQUIPPED WITH THE DUCATI TESTASTRETTA DVT 160 HP ENGINE, WHICH COMBINES SMOOTH POWER DELIVERY AND HEFTY TORQUE RIGHT FROM THE LOWEST RPM. ITS CHASSIS ENHANCES THE OFF-ROAD CHARACTER OF THE BIKE

Although the engine perfectly met its needs, it was necessary to provide a comfortable yet commanding riding position for off-road control, to improve fuel range, optimise wind protection and load capacity and to equip the bike with appropriate tyres and a suspension system also suitable for off-road riding.

The first step involved equipping the bike with 19-inch and 17-inch spoked front and rear wheels respectively, in order to fit classic Pirelli Scorpion Trail II tubeless tyres. Subsequently, wheel travel was increased to 200 mm for both the fork and the rear shock and ground clearance was increased to 205 mm as well. The bike, as standard, is equipped with completely adjustable and electronically controlled DSS suspension. The Multistrada 1200 Enduro now has a double-sided swingarm arm, offering increased rigidity and length and the wheelbase now measures 1,556 mm, all this to optimise off-road control and agility.

In the riding position, the rider can count on a higher handlebar and a reshaped seat, now with a standard height of 870 mm. 850 and 890 mm seats are available as optional accessories. These features, together with the new optional lower windscreen, enable optimum control, especially in the standing riding position on off-road, without penalising comfort. Other commendable features are the protective bodywork with aluminium side panels, handguards with incorporated indicators and a long front mudguard.



It won't be rare to happen upon the Multistrada 1200 Enduro in the most widely-varying situations. The only real limit of this bike is the rider's imagination.

TECHNICAL FEATURES MULTISTRADA 1200 ENDURO

Testastretta DVT (Desmodromic Variable Timing), L-Twin-cylinder, 1,198 cc, liquid cooled, maximum power 117.7 kW (160 hp) @ 9,500 rpm, maximum torque 136 Nm @ 7,500 rpm, Euro 4 exhaust emissions type-approval standard. Six-speed gearbox, electronically controlled Ducati Skyhook Suspension (DSS), front dual brake disc and rear brake disc with Brembo monobloc callipers and Cornering ABS. Spoke wheels. Tubeless tyres 19" front and 17" rear. Electronic components: DTC (Ducati Traction Control), DWC (Ducati Wheelie Control) and 4 available Riding Modes: Touring, Sport, Urban and Enduro. Vehicle Hold Control, full LED headlight with cornering lights, 5" colour TFT display, Ride-by-Wire, cruise control, hands-free, backlit handlebar switches, Ducati Multimedia System.

Amazing versatility: the riding position, tyres, chassis and suspension guarantee maximum control off-road, and at the same time, the Multistrada 1200 Enduro is at ease in the city, a fun bike when riding out of town, safe and offers great fuel range when travelling long-range.

Enduro jacket and pants in water-repellent fabric, featuring an air vent system with strings to adjust fit.

The Explorer full-face helmet comes with numerous air vents and a device that secures the Explorer goggles band even when riding in the most extreme conditions. All Terrain boots and gloves complete the look.





The capabilities of the Multistrada 1200 Enduro are exemplified by the available Riding Modes: Enduro for off-road riding, Urban for weaving through busy city traffic in safety, Sport and Touring to unleash the full potential of the Ducati Testastretta DVT engine with its 160 horsepower and effortlessly devour the most twisting roads.



“EVEN THE MOST EXPERIENCED AND TOUGHEST RIDER RUNS OUT OF ENERGY BEFORE THE BIKE SHOWS ANY SIGN OF FATIGUE OR FAILURE, HOWEVER LONG IT HAS BEEN USED, AND EVEN IN THE MOST EXTREME CONDITIONS”

Andrea Forni

Andrea Forni, Technical Director of Ducati, had very clear ideas. The new Multistrada 1200 Enduro was designed to endure whatever ‘abuse’ it was subjected to, in any condition, without any time limit, on any terrain, either on- or off-road. The fact that the Multistrada 1200 was purposely designed in anticipation of the future Enduro version, and therefore was structurally stronger compared to purely road bikes gave a helping hand. However, it was at this point that the decision to venture further was taken: for both individual components as well as the finished bike, theoretical and experimental studies were carried out on the resilience and fatigue tests, which were designed ad hoc, and therefore much more rigorous compared to those normally employed. In particular, attention focused on those components that undergo greater stress, such as the frame, the swing arm (now double-sided to allow for a more even distribution of forces), the suspension and the wheels.

The final tests were carried out at the Nardò test track where the tracks mimic all road surfaces, from cobblestone to humps, and from rails to footways. Further tests then took place on the off-road circuit, where professional riders tested the Multistrada 1200 Enduro extensively, even on the motocross tracks... mercilessly... as if the bike was a single-cylinder motocrosser.

Finally, added to the list were all the other tests that Ducati normally reserves for road bikes, including the 36-hour full throttle test, again at the Nardò test track.

But even this was not enough: as a result, the Multistrada 1200 Enduro was fixed to a dedicated “vibrating” base where blasts of heat and sudden temperature changes struck the bike in order to test the reliability of the electronic components.

Approvals were received and all the tests were passed, so there’s no stopping it now.



R E F L E C T I V E
B E E F F E C T I V E

FLUO COLOURS AND REFLECTIVE DETAILS.
BECAUSE VISIBILITY ON THE ROAD EQUALS SAFETY



The HV Tour jacket in hard-wearing water-repellent fabric featuring certified shoulder and elbow protectors, and equipped with adjustable vents on the arms, chest and back. The HV-1 Pro helmet made by Arai, features asymmetrical reflective details and fluorescent yellow high visibility inserts and is equipped with an adjustable Pro Shade sun visor.

959 PANIGALE

T H E P E R F E C T B A L A N C E



THE NEW DUCATI 959 PANIGALE FEATURES THE TECHNOLOGY AND PERFORMANCE CHARACTERISTICS OF LARGER DISPLACEMENT BIKES, COMBINED WITH INCREDIBLE USABILITY IN ALL RIDING CONDITIONS, BOTH ON THE ROAD AND ON THE TRACK

Power, style and control. These are the three keywords that characterise the new Ducati 959 Panigale, which directly becomes part of the competitive superbike segment. Objective: achieve the perfect balance between adrenalin, performance, rideability, control and comfort.



The new 959 Panigale offers innovations that go beyond the engine: the aesthetics and chassis have been totally renewed. The rear-view mirror stalks are shorter, a wider front fairing and higher windscreen offer greater aerodynamic protection, and the front air intakes are larger. The side and tail have also been redesigned. The swingarm pivot has been lowered by 4 mm to improve handling, and the footpegs are now redesigned and made of billet aluminium for better grip.



As for every Ducati, the heart of the 959 Panigale is the engine; a condensation of technology, design innovation and performance, and a distinctive feature of all bikes made in Borgo Panigale. The new 959 Panigale is no exception thanks to its Superquadro twin cylinder engine, which features a longer stroke and additional showerhead injectors to increase its output to 157 hp and 107.4 Nm of torque. This additional output is delivered throughout the rpm range, shifting the entire power delivery curve upward with an especially notable increase in the highly usable range above 6,000 rpm.





Innovation also for the exhaust system: in the "world" version, a dual side silencer is fitted which meets Euro 4 requirements. In the version for markets in which Euro 4 is not mandatory, the exhaust system is fitted under the engine and integrated with the fairing. For those who want more, there are homologated and racing Ducati Performance by Akrapovič exhausts, both in lightweight titanium.

Taste the Italian Passion



An exclusive example of Italian excellence, Ducati Caffè is the concept restaurant and lounge bar where passion and style reign supreme. Here, outstanding food and wine, coffee, merchandise and apparel all come together to provide a unique, exclusive, exciting atmosphere. A stunningly modern venue, Ducati Caffè also offers its own-brand wine and confectionary together with a multi-sensorial experience that is unforgettable.

ducatcaffè.com

**DUCATI
CAFFÈ**

PASSION ON THE TRACK

A TEAM OF FORTY-FIVE PEOPLE, TWO OFFICIAL RIDERS, ONE SATELLITE TEAM, RELATIONS WITH SPONSORS AND ORGANISERS: LIFE IN THE 'PITS' BY PAOLO CIABATTI, DUCATI CORSE SPORTING DIRECTOR



Paolo Ciabatti, Ducati Corse Sporting Director since 2013, fulfils a general coordination role within the MotoGP team. He is also responsible for contacts at the circuit with both Dorna, the Spanish company that organises the Championship, and the main sponsors (including Philip Morris, Telecom Italia and Shell) together with Mauro Grassilli, as well as for institutional relations and for those with the press alongside Julian Thomas. The team, including engineers, technicians, marketing/PR/press and hospitality personnel, is made up of around forty-five people, ten of whom report directly to Paolo.

Paolo, when did your latest adventure in Ducati begin?

I had already worked at Ducati from 1997 to 2007, mainly involved with the Superbike class. Ducati contacted me again in mid-2012: it was a difficult period... there had been many disappointments and the team found it hard to work together. Consequently, when I arrived at the beginning of 2013, my priorities were to try and keep the team together in a year that brought little in the way of satisfaction, and to work to create a close-knit group of motivated and reliable people, as well as to facilitate the arrival in the company, firstly of Gigi Dall'Igna, and secondly Davide Tardozzi. The turning point came in 2014, the year we laid the foundations for the new organisation, and today we have an efficient and motivated team, where everyone respects roles and responsibilities.

A difficult job: what qualities do you see in yourself and which helped you?

I think it is to have an overview, the ability to mediate, to listen and to understand the needs of others. And there's also personal credibility, this comes in useful, especially at difficult times.

What is your assessment of the team today?

I'd say that today our team is excellent in practically all respects – a perfect result. All the team members are driven by a great passion... a passion that is also the driving force behind this work. They respect and collaborate with each other and they are proud to work for such a prestigious and thrilling brand.

A personal note: how many years have you been working in racing and what motivates you about this demanding job, which requires you to travel the world for months?

True, I lead quite a nomadic life... between Superbike and MotoGP, I have been doing this job for over 16 years. But it's the life I wanted: I have always been extremely keen on motor sports and especially motorcycles, as a child I even raced for a few years in motocross competitions. I enjoy this life, but I am aware that this choice overshadows everything else, family and friends included. But that's fine with me; I tend to get bored quite easily, this life is my cure for boredom.

Your goals?

There can only be one goal: to win. Thanks to all the guys at Ducati Corse and to all the riders for their commitment. I am certain that next year will be a thrilling year and full of satisfaction for all the fans that follow us.





D|AIR® RACING DUCATI CORSE



This top-of-the-range model is the king of racing suits, combining high technology with design without cutting corners. In addition to the protectors already fitted in the Ducati Corse one-piece suit, there is also an integrated airbag system that only triggers in emergencies, providing the rider with improved safety around the shoulder, neck, and collar bone area. Available only to order, the D|air® Racing Ducati Corse suit can be ordered in standard sizes or made to personalised measurements to ensure high performance in maximum comfort. Thanks to the Ducati SuMisura program, it is possible to design your own suit with your favourite colours and logos. The SuMisura project provides a configuration system to help produce your own unique, one-off look. Go to the www.ducatisumisura.com website and create your own style.



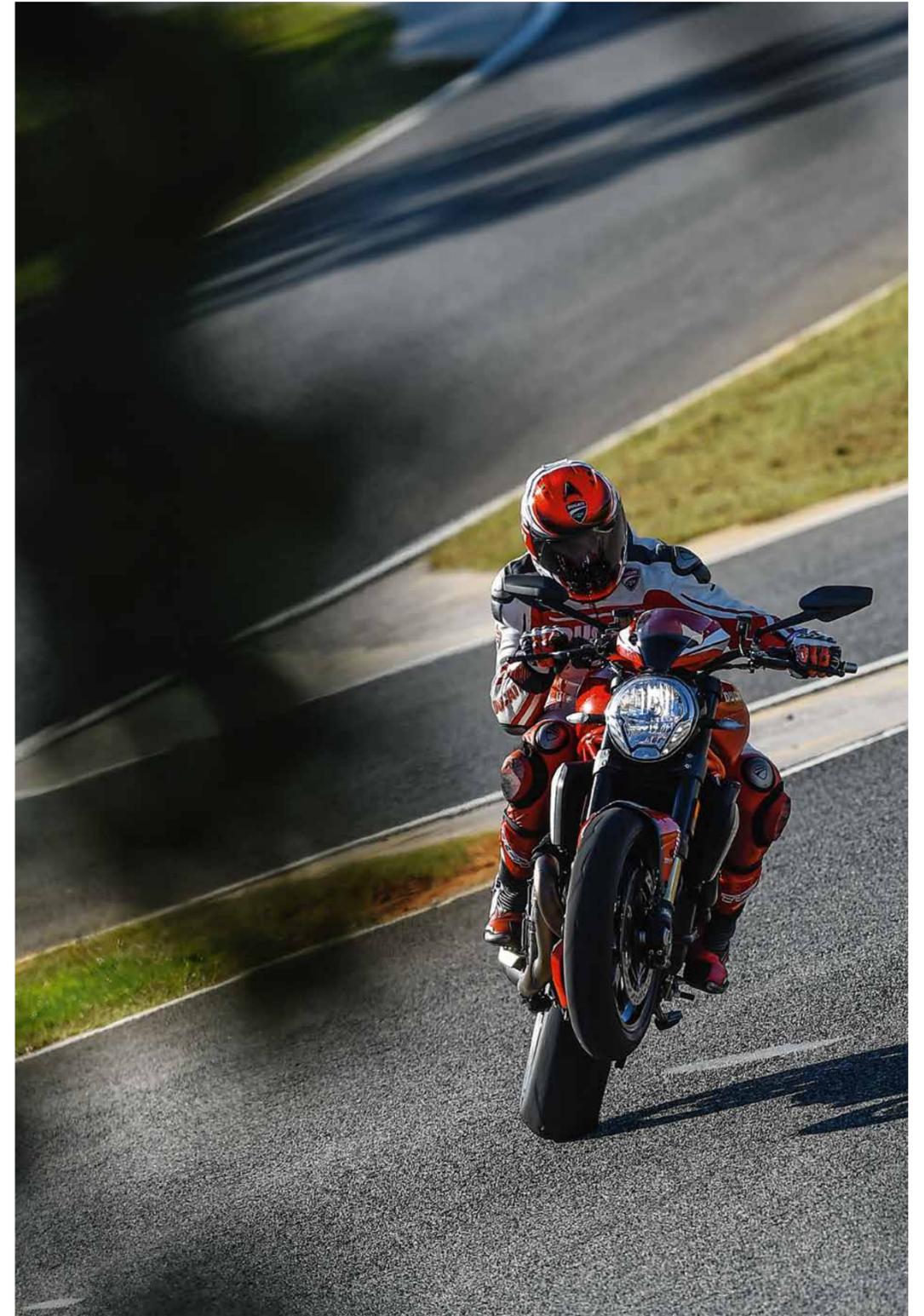
MONSTER 1200 R

THE AIM WAS TO DESIGN A BIKE THAT IS BOTH EFFICIENT ON ROAD AND THRILLING ON THE TRACK. THE NEW MONSTER 1200 R FULLY SATISFIES THESE SPECIFICATIONS, OFFERING SAFE, ENJOYABLE RIDING AND AT THE SAME TIME BY EXCEPTIONALLY HIGH PERFORMANCE

The Ronda track in Malaga was the venue for an international press conference introducing the most powerful naked Ducati of all time. The Italian and British journalists were the first to test ride the new Monster 1200 R on the Ascari Race Resort. After being awarded full marks for the power output of the R version Testastretta 11° DS engine, for the agility of the chassis, and for the surprising stability at high speed, the bike also amazed the press with its versatility.



SHOWING HOW NEW SUSPENSION, FORGED RIMS, A FEW KILOGRAMS LESS, AND AN EXTRA 15 HP CAN TRANSFORM AN EXCELLENT ROAD NAKED INTO A VERY ENTERTAINING RACING BIKE



The new Monster 1200 R is fitted with a new edition of the twin-cylinder 1198 cc Testastretta 11° DS, offering an increase in maximum power up to 160 hp at 9,250 rpm, about fifteen more compared to the "S" version, while the maximum torque is 13.4 Kgm at 7,750 rpm. As regards the chassis, the main modification involves raising the wheel alignment, which ensures even sharper lean angles. Also new is a slimmer, sportier tail supported by a fully redesigned rear subframe to make the new Monster 1200 R compact and light, while the main trellis frame remains unchanged with the engine still serving as a load-bearing element. The passenger footpegs are separate from those of the rider, fixed directly to the rear subframe with forged aluminium supports and, like those of the rider, are in billet aluminium.

ACCESSORIES



THE NEW MONSTER 1200 R IS FITTED WITH TOP OF THE RANGE DUCATI ACCESSORIES, EMBRACING EVERYTHING FROM ELECTRONICS TO COMPONENTS, AND THERE ARE NUMEROUS OPTIONS FOR CUSTOMISATION

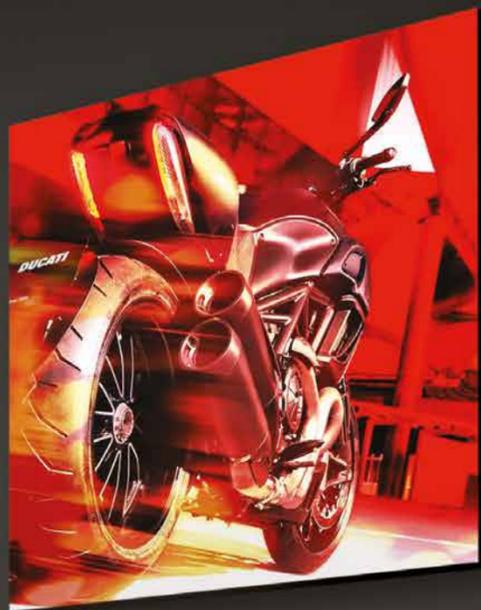


The electronic equipment is comprehensive and the new Monster 1200 R is equipped with the DSP (Ducati Safety Pack). In addition to the three-level adjustable Bosch ABS this also includes the DTC (Ducati Traction Control), and the Riding Mode system, which offers a choice of three different riding modes with predefined settings for Bosch ABS, DTC, and engine power delivery.

Touring, Urban, and Sport Packages are also available to adapt this high performance but versatile naked to the specific needs of each individual rider.

Reflect your love
on your wall

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ARTOFBRANDS
ART FOR YOUR PASSION
www.artofbrands.com



Artworks: Diavel Speed by Daniel Peh; Scorpion 1 by Daniel Peh; Panigale's Thrill by Pat Kuleta

WATCHES

MARKING OFF THE DAYS TO THE RHYTHM OF YOUR BIKING
PASSION: CLASSIC, SPORTY, OR VINTAGE, A DUCATI
WRISTWATCH IS ALWAYS A STYLISH CHOICE



Clockwise from above: Tempo Retrò quartz watch; Retrò quartz stopwatch; Ducati Corse 14 quartz watch; Ducati Corse Sport quartz watch; Crono Ducati Total Black quartz watch. Centre: Crono Ducati Corse 14 quartz stopwatch.

RACING

THE THRILL OF A DAY AT THE TRACK: HIGH SPEED IN COMPLETE SAFETY, WITH MAXIMUM COMFORT. THAT'S WHAT YOU GET WHEN YOU CHOOSE DUCATI

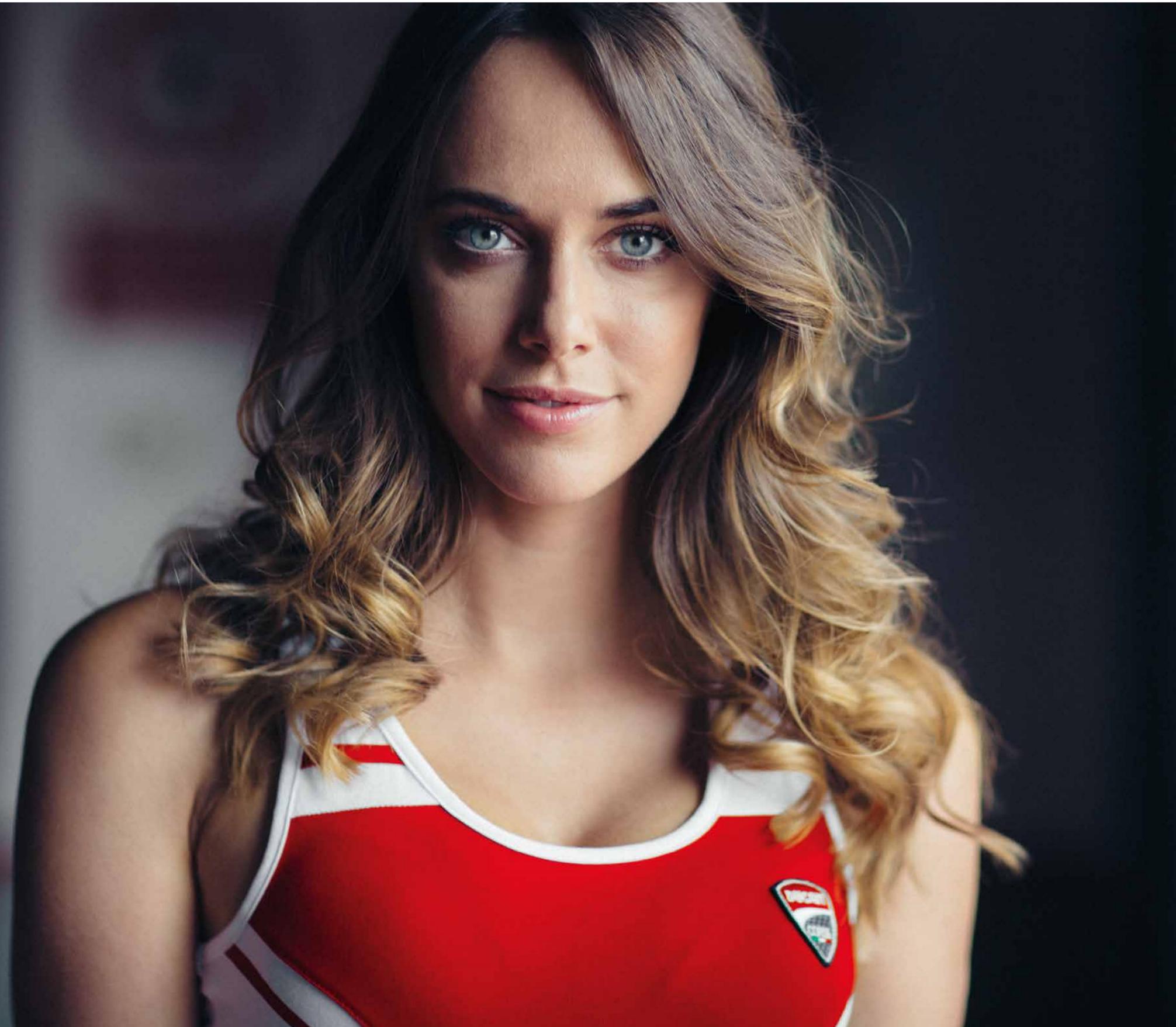


Two top-end solutions for sporting performance. The Ducati Corse C2 one-piece suit, made of D-Skin leather, is a state-of-the-art garment thanks to its combination of materials and technical features, the perfect match for the Ducati Corse C2 gloves in leather with carbon protectors and Kevlar stitching: maximum comfort and protection



Above, the Ducati Corse C2 suit in the two-piece version, combined with black Ducati Performance 14 gloves and Sport 2 boots. On the right, the one-piece version, personalised using the SuMisura program. Ducati Corse 2 boots.





DUCATI CORSE IS THE SPORTSWEAR LINE FOR UNBEATABLE OFF-THE-TRACK STYLE. A COMPLETE RANGE IN THE THREE DISTINCTIVE BRAND COLOURS: RED, WHITE, AND BLACK



Left, the Ducati Corse 14 tank top, elasticised and customised with patches and prints; above, the practical Ducati Corse 2 double-face jacket, in warm red pile on one side and black polyester on the other.



Above, the Ducati Corse 16 sweatshirt with hood and full length front zip.
Right: the Ducati Corse Track T-shirt, echoing the graphic design of the one-piece suit; for her, the short-sleeved polo shirt in light polyamide fabric.





For him and for her, the Ducati Corse Windproof 2 jacket made of pliable softshell fabric - elasticised, windproof, and breathable.



THE ITALIAN SOUND

www.termignoni.com





ARE YOU READY TO CHANGE POSITION?





THERE ARE NO LIMITS. ALONE OR AS A COUPLE
A SINGLE BOUNDARY: THE HORIZON





THE BEST OF BOTH WORLDS. THE DUCATI WORLD:
STUNNING PERFORMANCE, RACING POWER,
ADVANCED ELECTRONIC TECHNOLOGY. THE CRUISER WORLD:
LONG, LOW, FORWARD FOOTPEGS, HEFTY TORQUE RIGHT FROM
LOW REVS, NO COMPROMISES IN MATERIALS AND FINISH

The new Ducati XDiavel interprets the cruiser world with completely new criteria, and it achieves this not only thanks to its unusual and original features but also by combining apparently opposite concepts and worlds. All this while keeping faith to the Ducati values: style, high technological content, performance.

Long and low, the new Ducati XDiavel offers a riding position with forward footpegs and maximum rideability even at low speeds, in true cruiser style. At the same time it ensures the easy handling and performance of a real racing bike. Two spirits that are able to coexist within the same bike thanks to a completely new engine, the Ducati Testastretta DVT 1262, which delivers a maximum power of 156 hp combined with a torque of 13.1 Kgm at just 5000 rpm.

Again drawing on the cruiser world, XDiavel also interprets the final drive belt transmission in a Ducati key – silent and clean – to ensure smoother power delivery to the rear wheel.

The shapes are exalted by a total black look with blacks that range from gloss to matt. A cruiser also implies materials and finish that follow a precise philosophy: steel tank, radiator cover in untreated aluminium and, in the S version, frame side plates and footpeg support plates forged in aluminium with visible tooling as well as rims machined from light alloy. In addition to all this, again for the S version, there's a black gloss finish on the engine, specially machined belt covers, billet rear-view mirrors, and the exclusive headlamp with DRL (Daytime Running Light) that makes the new XDiavel so unmistakable.

Like a made-to-measure garment, the new XDiavel offers 60 ergonomic configurations to adapt to the needs of every rider. Four different positions are provided for the rider's footpegs, there are five different seats, three handlebar sets, as well as two different passenger seats – a standard and a comfort version with backrest.

5000, 60, 40. THE THREE NUMBERS THAT TELL
THE STORY OF THE NEW DUCATI CRUISERS.
5000 RPM TO GENERATE THE MAXIMUM ENGINE TORQUE,
60 ERGONOMIC CONFIGURATIONS,
40 DEGREE MAXIMUM LEAN ANGLE

In order to render the riding experience even more enjoyable, a line has been created that's entirely dedicated to the XDiavel: the Soul leather jacket with soft protectors and elastic inserts on the sides; Deep Denim technical jeans in stone-washed fabric with soft removable protectors; Strong Rider leather boots, and two fibreglass helmets: the jet Merge model and the full-face Soul model.





ENGINE, CHASSIS
AND DESIGN:
EVERY DETAIL
HAS BEEN STUDIED
AND REFINED WITH
METICULOUS CARE





THE ENGINE
IS THE KING:
THE ENGINE IS
THE UNDISPUTED
PROTAGONIST OF
THE NEW XDIAVEL



A LONG LOW BIKE, WIDE HANDLEBAR
AND FORWARD FOOTPEGS. RACE OVER THE ROAD
IN COMPLETE SAFETY AND MAXIMUM COMFORT







DUCATI



THE CRUISER SPIRIT TRANSLATES INTO A NEW VOCATION
THAT REASSERTS THE CLASSIC DUCATI DNA:
PERFORMANCE, TECHNOLOGY AND INNOVATIVE SOLUTIONS THAT
PROVIDE A RELAXING RIDING EXPERIENCE AND THE PERFORMANCE
OF A TRUE SPORTS BIKE

The engine of the new XDiavel belongs to the Ducati Testastretta DVT family already mounted on the Multistrada, but has a thoroughly revised layout with the coolant pump to the centre of the cylinders, and an increased displacement of 1,262 cc.

Since the new XDiavel's engine is entirely visible, the relocation of the pump was necessary in order to render the motorcycle more aesthetically pleasing. The engine's appearance has been further improved by the design of the belt covers and the side casings.

The most significant innovations, however, regard the work done to optimise and maintain a high maximum power level, and a considerable torque value even at lower rpm, as required by the cruiser philosophy. The result is an extremely flat torque curve that always remains above 10 Kgm from 2,100 rpm up to the rev limiter threshold. The engine is confirmed as the undisputed protagonist from every standpoint, even in terms of aesthetics. In fact, in addition to having eliminated the water pump and the relative rubber hoses from view on the left-hand side, on the S version the glossy black paint is accompanied by belt covers with

visible machining designed to render the engine even more appealing.

Another characterising element of the XDiavel is the imposing 240 mm rear tyre, which, together with the high and streamlined rear end, gives this Ducati cruiser a unique style.

The bike's chassis dimensions (seat height, steering head angle, and wheelbase) show how Ducati has embraced the cruiser category, guaranteeing a perfect balance with all the performance features and sports aptitude typical of every Ducati model. Finally, the bike is also equipped with a top-class Ducati electronics package (Bosch Cornering ABS, Ducati Traction Control, and Riding Mode), as well as an exceptional Brembo suspension and braking system.

The standard features are complemented by elements of particular importance for a cruiser model: a Bluetooth module for smartphones and music players (only on the S version), cruise control, and even DPL (Ducati Power Launch – introduced for the first time on a Ducati model), which can be adjusted to 3 different levels in order to ensure maximum acceleration from a standstill.

TECHNICAL SPECIFICATIONS X DIAVEL

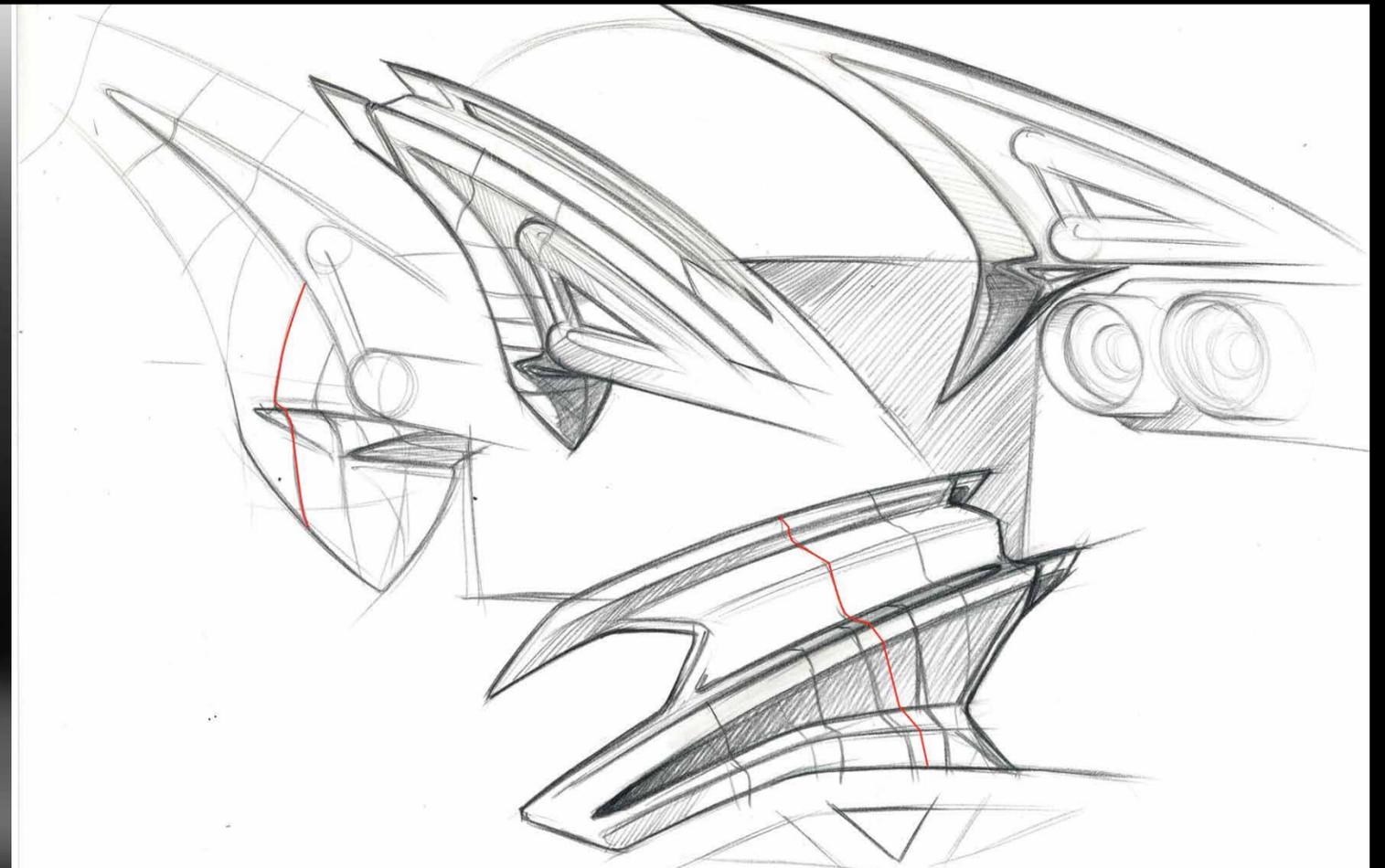
Ducati Testastretta DVT 1262 liquid-cooled L-Twin Cylinder Engine, 1,262 cc. displacement, DVT (Desmodromic Variable Timing) timing system, max. power 156 hp at 9500 rpm, max. torque 13.1 kgm at 5,000 rpm. 6-speed gearbox. Tubular steel trellis frame, adjustable suspension, Brembo disc brakes with monobloc callipers. Length 2,285 mm, wheelbase 1,615 mm, kerb weight 247 Kg. Tyres: Pirelli Diablo Rosso II, front 120/70 ZR17, rear 240/45 ZR17. Electronic equipment: Riding Mode, Bosch Cornering ABS, Ducati Traction Control, Cruise control, DPL (Ducati Power Launch), full LED lighting system (where permitted), headlight with DRL (S version only, where permitted), Bluetooth module for infotainment system (S version only).

T U D O R C E L E B R A T I O N



FASTRIDER BLACK SHIELD: A BLACK GEM WITH WHITE DETAILING

THAT EVOKES ALL THE EXCLUSIVITY AND STYLE OF THE XDIAVEL



EVOLUTION IN DESIGN

THE DESIGN CENTRE WAS ASKED TO DESIGN A BIKE THAT WOULD REPRESENT THE EVOLUTION OF THE DIAVEL CONCEPT WITHIN THE CRUISER CATEGORY. A LONG LOW BIKE, FORWARD FOOTPEGS, AND A BELT DRIVE, WHILST BEING TECHNOLOGICALLY ADVANCED LIKE EVERY OTHER DUCATI MODEL

A difficult and unusual request, but one that was nevertheless stimulating. As explained by Andrea Ferraresi, head of the Ducati Design Centre, the challenge was accepted, and the results are a clear success.

“We understood that this project would involve a process that was just as particular as the motorcycle itself. After having received the project briefing, Gianandrea Fabbro, the chief designer, proposed a sort of “Inspirational Trip” to the United States. On the journey he was accompanied by Bart Janssensgroesbeek, a Design Centre designer who, having already designed the Diavel, was the ideal person to embark on this new adventure. Furthermore, the usual competition between designers to come up with the best proposal could not merely consist of partial sketches and models, but ultimately had to include the presentation of two comprehensive bike concepts.

Starting with the initial drafts, the bike was conceived as a long, low, powerful model with modern contours and technologically advanced components. But above all, it had to be sexy. It would be a real Ducati “Technocruiser”.

With its extreme proportions, the XDiavel was intentionally designed “by elements”. Its short, contemporary frame is immediately recognisable as the classic Ducati trellis. The teardrop-shaped fuel tank is strongly reminiscent of the cruiser category, but maintains the same DNA as the Monster and Diavel models. The headlight is an ultra-modern reinterpretation of the one found on our naked models. And the same goes for the tail guard, the silencer and the seat. A wide range of independent elements that come together to form a well-balanced and harmonious unit.

And then there’s the engine. As the most prominent feature of the design, this element required meticulous attention to detail. Being the factory trademark of every Ducati, the clear objective was to make the V shape of the two cylinders stand out, with everything else taking secondary importance.

This long and meticulous process was ultimately concluded with the decision to distinguish the entire XDiavel range with a single characteristic colour: black”.

A high-angle photograph of a motorcycle rider on a winding asphalt road that curves along a rocky, brownish mountain ridge. The rider is wearing a red and white racing suit and helmet. The road has yellow and white markings. In the background, there are vast mountain ranges, a blue lake, and a clear blue sky with some light clouds. The overall scene is bright and scenic.

MULTISTRADA 1200 PIKES PEAK

INSPIRED BY THE MODELS THAT HAVE COMPETED IN THE FAMOUS AMERICAN RACE, A SPECIAL VERSION HAS BEEN DEVELOPED WITH TOP-OF-THE-LINE COMPONENTS, SPECIAL CARBON FIBRE ELEMENTS, AND A PARTICULARLY RACING APPEAL



In order to create a model capable of inspiring even the most incredible journeys and adventures, the Multistrada 1200 represented the perfect base from which to start. With its sophisticated, high-performance, and versatile characteristics, this model is perfectly suited to daily use, sports riding, and touring, from off-track day trips to extended journeys. But like all Ducati models, the Multistrada 1200 also has a racing spirit hidden within its DNA.

It is known, for example, for having participated in the Pikes Peak race, a truly unique competition with an entirely uphill route: with an ascent of 4,300 metres, and covering a distance of over 14 miles, it's a legendary race that has been held every year since 1916, thus rendering it the second oldest race in America.

In order to commemorate this adventure, Ducati created the Multistrada 1200 Pikes Peak, a model that stands out for its racing fairings, and comes complete with a type-approved Termignoni silencer, front and rear Öhlins suspension, and various carbon fibre chassis elements, including the handguards, the front fairing, and the side panels.



WELL-DEFINED PROFILE, AN AGGRESSIVE DESIGN, AND METICULOUSLY DESIGNED COMPONENTS, ALL TO ENSURE UNCOMPROMISING COMFORT AND PROTECTION

For her, the Stealth C2 leather jacket, also available in a men's version, equipped with composite protectors and aluminium inserts, and ready to house a back protector. On the right, the Sport C2 leather jacket, also available in red and in perforated leather, equipped with a zipper at the waist to attach the matching leather trousers. To be matched with the Ducati Type Pro full-face helmet in fibre laminate, complete with adjustable Pro Shade visor.



On the left, the Ducati Corse C2 leather jacket, also available in black and in perforated leather, matched with the Ducati Corse SBK 2 Pro full-face helmet in fibre laminate, complete with adjustable Pro Shade visor.

SPORT



For a look that's sure to draw attention, there's the his and hers Stealth C2 jacket model, which is made with a particularly soft and elastic leather material. The rigorous design is highlighted by two red trims, which give this garment a particularly bold appeal. The Stealth C2 jackets feature a zipper at the hemline that allows them to be combined with the matching pants for extra riding comfort and protection. With its dark graphics and red piping that stand out on the shell, the Thunder Pro helmet becomes the ideal match for this bold and sporty look.



The Sport C2 leather jacket, available in both red and black. This model is available in both standard leather and perforated leather for greater torso ventilation and for improved comfort at high temperatures. The Sport C2 model is perfectly matched with the Performance 14 gloves, shown here in both the white and black versions. They come complete with carbon fibre knuckle protectors, elasticised joints, and reinforced panels at the points most subject to wear.



The Company C2 leather jacket, available in both red and black for men, as well as in a black version for women. Its distinctive and modern contours make it perfectly suitable for city riding, while its thermoformed protectors and elastic inserts also render it ideal for taking on the hairpin bends. The Sport C2 leather gloves are available in both red and black to match all the technical garments in the collection.

H E L M E T



A LARGER VISOR AND AN ADVANCED VENTILATION SYSTEM. GRAPHICS INSPIRED BY THE THRILL OF SPEED AND THE COLOURS OF THE ITALIAN FLAG. THE DUCATI RED ARROW HELMET REPRESENTS

THE VERY BEST MOTORCYCLING SAFETY TECHNOLOGY AVAILABLE. IT APPEALS TO LOGIC, YET FIRES THE SOUL



THE NEW 937 CC TESTASTRETTA ENGINE WITH 113 HP AND 97.9 NM OF TORQUE, LED TURN INDICATORS INTEGRATED WITHIN THE HAND GUARDS, AND FULLY ADJUSTABLE ÖHLINS SUSPENSION: THE ESSENCE OF THE SUPERMOTARD CATEGORY

THE NEW

HYPERMOTARD 939 SP

Thrilling. There is no other adjective to describe the new Hypermotard 939 SP, the sportiest Ducati model in the supermotard category: an uncompromising version that's ready to face any challenge. In fact, with a kerb weight of just 201 Kg, it features an even more advanced Testastretta engine with a new oil cooler, and a new exhaust system that provides for a 3% increase in power and a 10% increase in torque. In addition to the above, the Hypermotard 939 SP also features fully adjustable Öhlins suspension, forged Marchesini rims, and magnesium alloy valve covers. It also features highly advanced electronics, which includes ABS, three Riding Modes, and DTC traction control, with new livery that provides for an entirely renewed aesthetic appeal.

THE NEW
HYPERMOTARD 939

NO LIMITS TO THE IMAGINATION: THANKS TO ITS OPTIMAL CONTROL AND EXCEPTIONAL VERSATILITY, THE RIDER CAN TAKE ON ANY TYPE OF ROAD WITH HYPER CONFIDENCE



Fun and versatile in every situation, from city traffic to curvy country roads, and even off-the-beaten-path excursions. That's the Hypermotard 939, a supermotard that combines fun, versatility, safety and comfort. The new Hypermotard 939 features an ultra-modern design inspired by offroad motorcycles, and is rendered unique thanks to its considerable ground

clearance, high and sharp tail, and narrow profile. A bike with a breathtaking design, combined with the technology that only Ducati can offer. The Hypermotard 939 puts its rider in a dominant, upright position, conveying the feel and fun of a supermotard but with the performance, quality, and capability of something much more.



With its kerb weight of just 204 kg and exceptional ergonomic comfort afforded to the rider, the Hypermotard 939 offers a riding position that guarantees maximum control. The seat is positioned at a height of 870 mm, but is also available in a 20 mm lower version, which can be requested as a Ducati Performance accessory.



The front suspension is a 43-mm diameter Kayaba upside-down fork with 170 mm travel, while the rear suspension features a Sachs shock absorber that can be adjusted in terms of rebound damping and spring preload, and allows for a travel of 150 mm. The bike features a single-sided aluminium swingarm and 10-spoke cast aluminium wheels mounted with Pirelli Diablo Rosso II tyres (120/70 ZR17 at the front, and 180/55 ZR17 at the rear).

THE NEW
HYPERSTRADA 939

WITH THE HYPERSTRADA 939 THE LIMITS OF THE EXCITEMENT ARE EXTENDED EVEN FURTHER, THUS GIVING RISE TO AN IDEAL COMBINATION OF THE MOTARD AND TOURING CATEGORIES THAT'S PERFECT FOR EVEN THE MOST ADVENTUROUS EXCURSIONS



The performance of the new 937 cc Testastretta engine, however, makes this family of motorcycles suitable not only for sport use: in fact, its special extra equipment renders the Hyperstrada 939 perfectly suitable for touring use on both asphalt and dirt roads, even accompanied by a passenger.

This appetite for travel is highlighted by the removable 50-litre side panniers, the raised protective windscreen, the extra large mudguards, and the more comfortable seat, which even features grab handles for the passenger. The assortment of features is complemented with a center stand, two 12V power outlets, a dedicated protector underneath the engine, and "all-road" Pirelli Scorpion Trail II tyres.

SCRAMBLER DUCATI

Ducati Scrambler Sixty2
THE NEW
POP ICON



THE DUCATI SCRAMBLER MODEL WAS LAUNCHED IN 1962, THE SAME YEAR THAT POP STYLE EXPLODED THROUGHOUT THE ARTS, FROM THE MUSIC SCENE (WITH THE BEATLES) TO CINEMA (WITH THE FIRST JAMES BOND FILM), NOT TO MENTION THE FIRST SPIDER MAN COMIC BOOKS AND VARIOUS WORKS OF FIGURATIVE ART (INCLUDING THE FAMOUS CAMPBELL'S SOUP CANS DESIGNED BY ANDY WHAROL)

**SCRAMBLER
DUCATI**



THE DUCATI SCRAMBLER SIXTY2 NOT ONLY EXTENDS THE RANGE OF MODELS OFFERED BY THE NEW DUCATI BRAND, BUT ALSO PAVES THE WAY FOR A NEW CATEGORY OF TWO-WHEELERS DESIGNED TO MEET THE NEEDS OF THOSE WHO ARE LOOKING FOR AN AFFORDABLE, EASY-TO-RIDE MOTORCYCLE WITH LOW MAINTENANCE COSTS, BUT WITH THE SAME DUCATI SCRAMBLER SPIRIT: FUN AND EXCITEMENT FOR ALL

The Sixty2 is a Ducati Scrambler model inspired by the youthful world of street culture, skateboarding, street food, pop music, and above all pop art, which was taking America by storm precisely in 1962, the year the first Ducati Scrambler was launched. That's why the Sixty2, the most "popular" Ducati Scrambler of all time, has now become a new "pop icon".

With the Sixty2, the highly expressive design of the Ducati Scrambler takes on a new form thanks to the sleek steel fuel tank bearing the dedicated logo and graphics, which render the Sixty2 immediately recognisable, along with its three exclusive colours: Atomic Tangerine, Ocean Grey and Shining Black.

HOW CAN A MOTORCYCLE BECOME A MODERN POP ICON? HERE'S THE RECIPE: COMBINE ALL THE EXCITEMENT AND POTENTIAL OF THE LAND OF JOY WITH AN EVEN MORE POPULAR SPIRIT

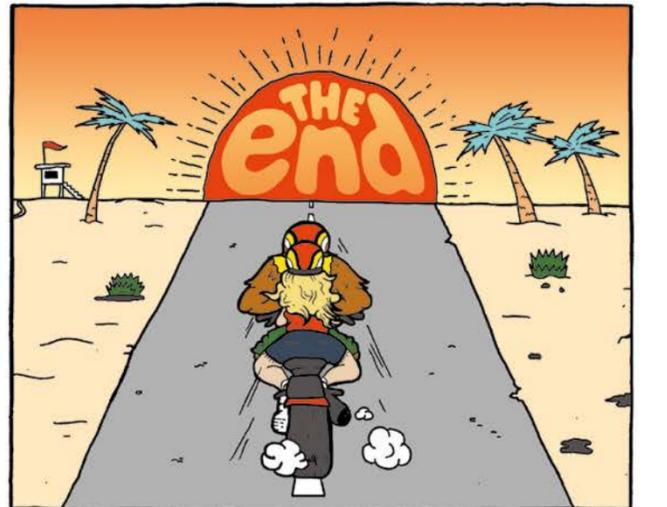
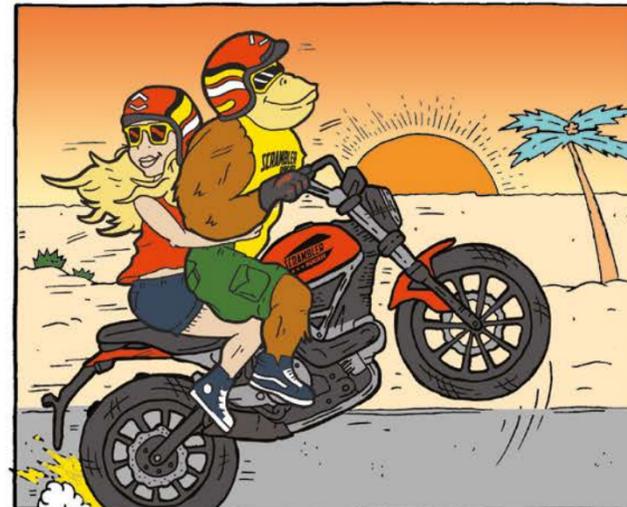
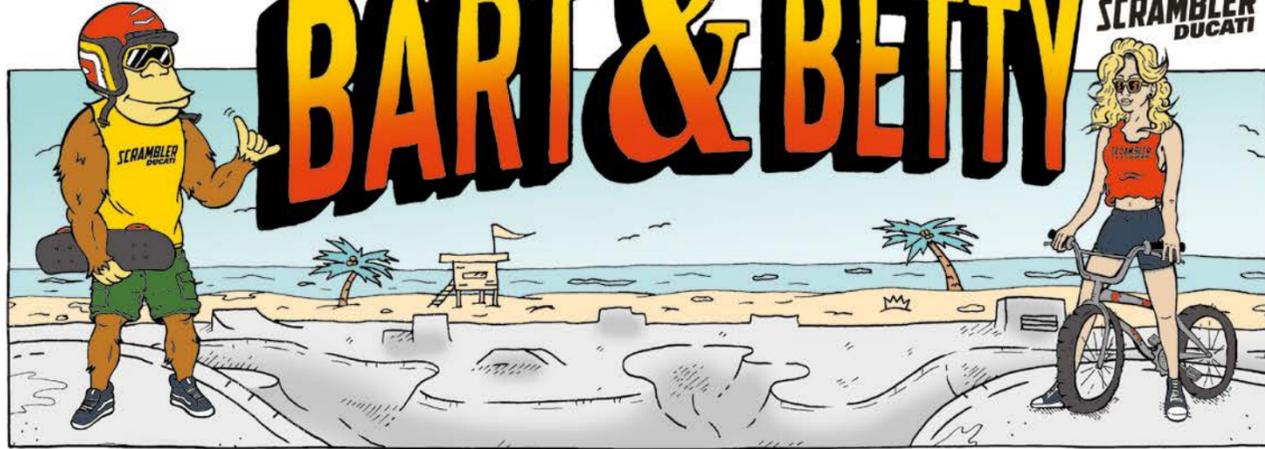


The Ducati Scrambler family, in all its versions and with countless customisation possibilities, has already reached a vast audience. With its unmistakable style, the Land of Joy is now further expanding, with the goal of reaching an increasingly broad audience of non-conformists in search of their own pathway to liberty, excitement, and free self-expression. An initiative was required that, in terms of style, fell within the framework of Pop (in the Popular sense), and was dedicated and intended for everyone: simple and even more accessible, without foregoing the style and quality of Ducati, the Ducati Scrambler Sixty2 is a modern motorcycle made with genuine and refined materials, like the steel of the new swinging arm, which is identical to the material used for the frame and the new teardrop fuel tank. These features are combined with ultra-modern components, like LED headlight and tail lights, and LCD instrumentation. With its non-conformist, affordable, and essential nature, the Ducati Scrambler Sixty2 is the perfect mix of tradition and innovation, and comes closer than ever to the true spirit of motorcycle riding: two wheels, wide handlebars, a simple engine, and plenty of fun.



BART & BETTY

PRESENTED BY:
SCRAMBLER
DUCATI



Ducati Scrambler Flat Track Pro

SCRAMBLER
DUCATI



Troy Bayliss competing on the Lloyd Brothers Team's Flat Track Ducati special.

Every Ducati model currently in production has a sporty nature and an irresistible tendency to engage in competition. Many tuning specialists also use the twin-cylinder Ducati for creations that are destined to compete in a wide range of disciplines.

The Lloyd brothers, who specialise in the preparation of models for the American AMA Pro Flat Track championship, have been racing for years using special models based on Ducati air-cooled twin-cylinder models. One of these bikes was also used by Troy Bayliss, who raced on a model based on the Ducati Scrambler, which in turn inspired the creation of the Ducati Scrambler Flat Track Pro model.



The Flat Track Pro version, which is based on the Full Throttle model, has an original "Racing Yellow" coloured fuel tank with dual-tone side panels, and a logo identical to that of the bikes used in races. Other new features include the number holders and the seat with yellow stitching. The headlight fairing and short front mudguard are the same colour as the tank, as is the piping on the alloy wheels.

Finally, the racing soul of the Flat Track Pro model is also expressed by its numerous billet components, including the footpegs, sprocket cover, mirrors, and brake fluid reservoir cap.

The Termignoni exhaust and low variable cross-section handlebar are the same as on the Full Throttle version.



SCRAMBLER DUCATI



THE LAND OF JOY

Above, the Ducati Scrambler Icon in the '62 Yellow colour, as an alternative to the traditional Ducati Red. In the foreground, the rest of the range, which is also equipped with Pirelli MT 60 RS tyres, suitable for rough terrain.

From the left, the Ducati Scrambler Urban Enduro, the most suited for off road, which is equipped with all the necessary protections, including a headlight grille, leg cover on the fork, and sump guard.

Next there's the Ducati Scrambler Classic, in pure 1970s style, with spoke wheels, aluminium mudguards, and a Sunshine Orange colour. Finally there's the Ducati Scrambler Full Throttle, with its more racing spirit, featuring a type-approved Termignoni exhaust and an aggressive black colour.



The Dandy Warhols: Wow!



The collaboration continues between Ducati Scrambler and The Dandy Warhols, whose sound has once again been chosen as the ideal soundtrack for the new Land of Joy adventure: "The Wow! Signal".

The Dandy Warhols are a legendary band with a long history of international hits and sell-out concerts. "The Wow! Signal" is their track dedicated to astronomer, Jerry Ehman, who in 1977, using the Big Ear radio telescope, detected a signal that seemed to come from another galaxy: to this day, that signal remains a mysterious form of recorded evidence of extraterrestrial life. Exalted by the apparent interstellar origin of the message, Ehman circled it on the printouts and wrote a comment in the margin that simply read "Wow!". And since "Wow!" was the same thought that we all had after this year of incredible adventures, what could be better to accompany the Land of Joy than an inter-galactic story that falls somewhere between dreams and reality?



Portland: from the See See Motor Coffee Co. to Mount Hood

What would a former professional rider, a phenomenal free rider, and the front man of The Dandy Warhols be doing at the See See Motor Coffee Co. in Portland, the capital of the outdoor lifestyle? Easy: they met there to do two days of shooting and free riding on the Ducati Scrambler. A context in perfect Land of Joy style that featured Jamie Robinson, a British rider who has enjoyed a lengthy career in Grand Prix motorcycle racing in the 250 category and in the British championship for stock-derived bikes, Drake McElroy, an incredible freestyle motocross pioneer, and Courtney Taylor, the

front man and guitarist of the rock band The Dandy Warhols, who's also a major motorcycle enthusiast. The first day was entirely dedicated to the two "professional" motorcycle riders, who rode the Ducati Scrambler bikes through the wilderness surrounding the city of Portland, exploring the forests and mountains in complete freedom. They were joined by Courtney Taylor the following day for a genuine adventure on the slopes of Mount Hood. Two unforgettable days that marked yet another chapter in the Land of Joy of the Ducati Scrambler.





BRACCIALINI

HIS FIRST LOVE WAS A SCRAMBLER 450. DUCATI WAS ALWAYS DESTINED TO PLAY A KEY ROLE IN THE WORK OF RICCARDO BRACCIALINI, CEO OF THE NAMESAKE COMPANY, WHO SAT DOWN WITH US TO EXPLAIN HOW HE BEGAN MANUFACTURING BAGS, RUCKSACKS AND ACCESSORIES BEARING THE DUCATI AND SCRAMBLER DUCATI TRADEMARKS



Interview with Riccardo Braccialini and Claudio Domenicali in Florence, during the Pitti Uomo exhibition.

How did your partnership with Ducati begin?

"The Ducati trademark is exceptional. It has extremely masculine connotations, it's made in Italy, and it expresses both design and functionality. My company was looking to expand into the men's sector, and in this sense we have found the ideal partner."

How did you handle the two different lines on a creative level?

"It's quite simple: I followed the same setup that Ducati had established. The Ducati line is... Ducati: therefore we have technology, design, rationality, and speed. Scrambler, on the other hand, is outdoors, freedom,

country, and lifestyle. The selection of the materials came as a result: the Ducati line consists of black leather with a red seam, while the Scrambler line consists of Cordura fabric and leather."

Are there any differences in terms of design and functionality?

"The functions are identical. The difference lies in the style, like that between a Panigale and a Scrambler."

The two collections are quite comprehensive, ranging from wallets to skateboard and surfboard bags. Which piece did you most enjoy creating?

"The one that I most enjoyed was the mobile phone holder in the shape of a gun to be carried under a jacket. It allows men to walk around with their hands free of mobile phones, wallets, glasses, and keys, without overloading their pockets."

You're quite familiar with motorcycles, right?

"I have always been a motorcycle rider. I use my motorcycle every day, and my car typically stays in the garage. In a nutshell, you might say that I'm not a big fan of modern cars and Japanese motorcycles. Unlike many motorcycle enthusiasts, I don't frequent the Muraglione pass, and I'll go to the track if I really want to

get competitive. I enjoy riding on the weekends as well. Most recently I took a trip through the Sibillini mountains with a couple of friends. Next year I'm planning a trip from Europe to Tokyo, which I already attempted this year, but was unable to complete because I was required to change number plate in Japan."

You'll be riding a Ducati motorcycle, we imagine...

"Of course! And I'll be using bags manufactured by Braccialini."



IN THE CITY

On the left, an 80s 14 leather jacket featuring the Giugiaro logo recalling the 1970s graphics; at the centre, the new men's and women's black Downtown C2 jacket with soft Pro Shape protectors on the shoulders and elbows to guarantee protection and ensure a perfect fit (also available in brown leather for the men's version), in both standard and perforated leather. On the right, a vintage-inspired Classic C2 jacket made with a particularly soft and comfortable leather material thanks to special oil and wax treatments.

LEATHER OR FABRIC GARMENTS WITH SIMPLE, WELL-DEFINED CONTOURS, FOR DRESSING IN DUCATI STYLE EVERY MOMENT OF THE DAY



The 80s 14 jacket is particularly suitable for urban motorcycle riding: it is both comfortable and safe, thanks to the soft Pro Shape protectors on the shoulders and elbows. This model can be perfectly matched with our stretch denim tech jeans, which come with soft removable Pro Shape protectors on the knees and fibre reinforcements on the hips.

On the right, the men and women's Downtown C2 leather jacket, which has been specifically designed for riding in town. Men's Company 2 technical jeans in stone-washed denim, with soft removable Pro Shape protectors on the knees and fibre reinforcements on the hip.



DARK COLOURS AND TONE-ON-TONE LOGOS
FOR A LINE DESIGNED SPECIFICALLY FOR URBAN BIKERS



A HIS AND HERS LOOK
THAT WILL BE SURE TO GET
NOTICED, BOTH WHILE RIDING
AND DURING LEISURE TIME

On the left, the Metropolitan AW13 shirt with Alcantara appliqués and a sleeve patch.
At the centre, the bold new Stealth C2 jacket, with aluminium plate protectors on the shoulders. The Thunder Pro helmet reveals its urban identity in its asphalt sky graphics, while the black Diavel C2 gloves with carbon fibre knuckle protectors complete the look.

On the right, the Ducati Windproof wind-breaker made from highly-breathable Softshell with an internal fleece lining, available in both a men and women's version.

CORNERING ABS

BOSCH
MOTORCYCLE
STABILITY
CONTROL



As a pioneer of systems like ABS, Bosch is highly dedicated to researching and developing systems designed to improve active safety while riding.

But motorcycle ABS is not only meant to save lives. Bosch also uses it as a starting point to create other useful functions, which can be programmed into the ABS control unit via smart algorithms. One extremely important result of this research that has already been adopted on various Ducati models that contributed to its development, is the Cornering ABS system, which is based on a sensor that constantly measures the tilt of the motorcycle. By analysing the data received, the system is capable of instantaneously engaging the brakes in order to adapt them to the riding conditions. This represents an enormous advancement in terms of safety, to the point that the number of Ducati models featuring Cornering ABS within their electronic “packages” is constantly increasing.

In addition to the 1299 Panigale, in fact, the Multistrada 1200, the new Multistrada 1200 Enduro, and the XDiavel are all capable of controlling their braking and acceleration stages taking into account the tilt angle with Cornering ABS. Furthermore, for the Multistrada and XDiavel, Bosch has supplied Cornering ABS in an “enhanced” version with a combined braking and tilt angle sensor. With Enhanced Cornering ABS, the combined braking now acts on both wheels, even when only the front brake control is engaged.

The most recent example of an integrated motorcycle ABS function is the electro-hydraulic parking brake “vehicle hold control” function, which renders the riding experience more relaxing. This function prevents the motorcycle from moving after it stops on a slope or on a flat surface, thus allowing the rider to release the brake lever or pedal after coming to a complete stop. Ducati will be offering this new Bosch function as a standard feature on the new Multistrada 1200 Enduro model, which will debut on the market in 2016.

HERITAGE

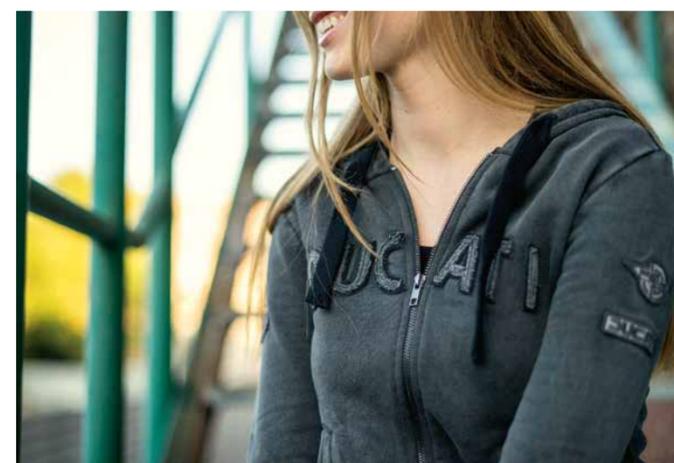


VINTAGE COLOURS, RETRO LOOK, STONE-WASHED TREATMENT:
A COMPLETE LEISURE LINE CELEBRATING THE HISTORY OF DUCATI

From top left: she's wearing the Historical 2 anthracite grey polo shirt with historical logo appliqués; both are wearing the evergreen Historical leather jacket without protectors; the Ducati Meccanica line is designed for both men and women who love the charm of the historical logos and vintage colours, and features the short sleeve Meccanica polo shirt, the Ducatiana Meccanica t-shirt, and the black Meccanica tank top, also available in red; a close-up of the Historical leather jacket; short sleeve Meccanica t-shirt customised with patches, prints, and fabric appliques; the eggplant-coloured Ducatiana t-shirt is perfectly matched with the Company 2 technical jeans.



THE THROWBACK TO THE 1970s AND 1980s TAKES ON THE FORM OF LIFESTYLE SWEATSHIRTS, TANK TOPS, T-SHIRTS AND JACKETS WITH TONE-ON-TONE PATCHES, EMBROIDERY AND FABRIC APPLIQUÉS



From top left: the stone-washed women's Meccanica t-shirt; the men's Historical hooded sweatshirt, also available in a women's version; the full-zip women's Meccanica sweatshirt is comfortable and versatile; the anthracite colour Historical Tex jacket is a new entry in the Ducati collection: it features 4 large external pockets and tone-on-tone patch appliqués, and can be combined with the fabric Historical vest to alter the garment's overall weight; the men's Meccanica sweatshirt, with a full-length zipper at the front, is also a must-have for the winter months.

From top left: detail of the women's Meccanica sweatshirt; the women's red Meccanica tank top, and Graphic Art t-shirts in the 250 Desmo and IOM78 men's models; men's and women's Ducatiana Giugiaro sweatshirt in a versatile anthracite grey colour enlivened with the embossed print of one of Ducati's most representative logos; a detail of the Meccanica tank top; the women's Historical sweatshirt with raw laser cut edges, fabric appliqués and patches; a detail of the men's Meccanica sweatshirt with front zipper.

D-ACTIVE

ALWAYS IN PURSUIT OF PERFORMANCE:
THE D-ACTIVE IS IDEAL FOR OUTDOOR ACTIVITIES EVEN
ON THE COLDEST DAYS



The D-Active down jacket is water resistant, windproof and breathable, and weighs just 60 grams. With reflective inserts and fluorescent yellow zippers, this model features two side pockets and a zip closure. Underneath, the mesh and polyester t-shirt guarantees excellent breathability.



Various layers of D-Active garments can be overlapped for even greater comfort: underneath, the Mesh and Thermotex long sleeve t-shirt guarantees excellent breathability, while the windproof vest over top helps maintain a constant body temperature and facilitates the elimination of moisture. The snug fit has been specially designed to accompany all of the body's movements during physical activity.

INTERNATIONAL ACKNOWLEDGEMENTS

DUCATI'S MOST IMPORTANT INNOVATIONS IN RECENT YEARS – THE MULTISTRADA 1200, THE DUCATI SCRAMBLER AND THE TESTASTRETTA DVT ENGINE - HAVE RECEIVED AWARDS FROM THE READERS OF VARIOUS PRESTIGIOUS BRITISH AND AMERICAN MAGAZINES

Motor Cycle News

One of the most prestigious international motorcycle magazines, the UK-based Motor Cycle News, organised a reader survey to determine the 60 motorcycles from the past sixty years that most deserve to go down in motorcycling history.

The award, which was called the "MCN 60 Greatest Bikes 1955-2015", also included an overall winner, and this victory overwhelmingly went to the Ducati 916, the model that revolutionised the concept of hypersport in 1993, winning a total of 115 victories and six world titles in the Superbike championship over the course of the following years.

Cycle World and Motorcyclist

Ducati has received a total of three awards from the most renowned American motorcycle magazines.

During its latest prestigious Annual Awards, Cycle World, the number one motorcycle magazine in the United States with over 200 thousand copies sold each month, honoured the Multistrada 1200 S, which came in first in the "Best Touring Bikes" category, while the Ducati Scrambler ranked first in the "Best Middleweight Streetbike" category.

In addition, the other mainstream American motorcycling magazine, "Motorcyclist", awarded the Ducati Testastretta DVT (Desmodromic Variable Timing) engine first place in "The Best New Technology of 2015" category during its annual awards.



Pocher
Model Kits

**Die-cast Kit
1:4 Scale**

5,5 Kg. Weight



**DUCATI
1299 PANIGALE S**

1055 Pieces

518,7 x 202,5 x 277,5 mm



Super detailed



Working suspension, levers and pedals



Metallic chain



Easy to assemble



Die-cast metal ready painted



Premium quality materials



For those in pursuit of a racing spirit at all costs, the best way to satisfy this desire is the Panigale R, the member of the Panigale family made for the sole purpose of track competition. Its Superquadro engine, which has a displacement of 1198 cc in order to be homologated for the World Superbike Championship, boasts intake valves, exhaust valves and connecting rods in titanium, two-segment pistons, and an extremely light crankshaft balanced using tungsten plugs in its counterweights. It makes a maximum power of 205 hp at 11,500 rpm, and torque of 136.2 Nm at 10,250 rpm.

The Panigale R is equipped with mechanical Öhlins suspension, has a steering head angle of 24°, and a swingarm pivot adjustable among 4 positions. Furthermore, it is equipped with dedicated front-end geometry which brings the steering axis 5 mm forward with respect to the 1299 Panigale (thus increasing the wheelbase from 1,437 to 1,442 mm). This results in increased stability, which optimizes high speed handling on the track. What's more, the use of several carbon fibre elements, an Akrapovic homologated full exhaust system in titanium, and the installation of a lightweight lithium-ion battery have provided for a weight reduction of 6 kg in this version.

Finally, the Panigale R is equipped with the same electronics package present on the 1299 Panigale: a Bosch Inertial Measurement Unit (IMU), Cornering ABS, Ducati Wheelie Control (DWC), Engine Braking Control (EBC), and Ducati Traction Control (DTC), which are controllable by auxiliary buttons on the handlebar even while riding. In addition, the Ducati Data Analyzer + GPS (DDA + GPS), which is included as a standard feature, is a full data-analysis system, allowing even the lean angles achieved while riding to be recorded.

PANIGALE R

THE RACIEST DUCATI SUPERBIKE: A TRUE RACING MOTORCYCLE, HOMOLOGATED WITH LIGHTS AND TURN INDICATORS, IDEAL FOR EXHILARATION ON THE TRACK AND FOR RACING IN CHAMPIONSHIPS FOR STOCK-DERIVED MOTORCYCLES



WDW2016
WORLD DUCATI WEEK



AN ATMOSPHERE FULL OF EMOTIONS. A UNIQUE EVENT FOR THOUSANDS OF ENTHUSIASTS FROM ALL OVER THE WORLD. DUCATI WILL BE AWAITING ALL ENTHUSIASTS FROM 1 TO 3 JULY 2016.

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CAPSULE FOOTWEAR COLLECTION



+





1,000 MORE MILES

The great outdoors, freedom and adventure are the highest callings for the TUDOR Fastrider Chrono, the most recent manifestation of TUDOR's partnership with legendary motorcycle manufacturer Ducati. Inspired by the free spirit of the famous Scrambler motorbike, this new chronograph is a traveling companion that is both technical and joyful.

TUDOR FASTRIDER

Self-winding mechanical movement, waterproof to 150 m, 42 mm steel case, ceramic bezel. Visit tudorwatch.com and explore more.

**SCRAMBLER
DUCATI**



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