



## 2012 DUCATI MONSTER

### **As authentic as ever**

The Monster family rolls into 2012 with a bold range of lifestyle motorcycles engineered with high attention to user-friendly and safety-conscious detail. Available in 696, 796 and 1100<sup>EVO</sup>, the three exciting and ever-improving models ensure the Monster's cult status as a design icon of hand-built, naked motorcycles remains as authentic as ever.

The entry-level 696 and premium mid-range 796, already enhanced with revised ergonomics, and new sub-frame ready for the Ducati Performance grab-rail accessory, are now also equipped with Kayaba front suspension to complete an ideal package.

The Monster 1100<sup>EVO</sup> underlines the Monster family's defining concepts of functionality, style and sport with an evolution of the flagship model. Taking its name from the Desmodue Evoluzione engine, which delivers a milestone 100hp, the 1100<sup>EVO</sup> sports the latest generation exhaust system, Marzocchi front suspension, refined tail-end, bold sport-style graphics and the Ducati Safety Pack (DSP) consisting of ABS and 4-level Ducati Traction Control (DTC).

While all three models are available in red, the 696 is also offered in dark stealth or stone white and the 796 in arctic white silk or diamond black silk. The 1100<sup>EVO</sup> in red is enhanced with a white stripe and the sophisticated diamond black scheme with a grey stripe. Ensuring an attractive colour option for everyone, the entire family is further customizable with the innovative and unique Monster Art program.



## MONSTER FAMILY FEATURES

### Monster frame

An immensely strong but light tubular steel Trellis frame with aluminium rear sub-frame is the visual and structural backbone of all Monsters. Delivering unparalleled rigidity with minimal mass, the frame design is pure Ducati in its ingenuity and simplicity and enables a useful 64 degrees of lock-to-lock steering travel. The lightweight aluminium sub-frame maintains visual continuity with the footrest hangers and swingarm, and is designed to accept a passenger-friendly grab-rail kit available as an accessory from Ducati Performance. The kit further enhances passenger ride comfort without compromising the Monster's stylish lines.

### Monster ABS

The 2012 Monster family offers all 696 and 796 models with optional anti-lock braking system (ABS), while the 1100<sup>EVO</sup> has ABS fitted as standard equipment.

Designed to reduce the risk of wheel-lock under heavy braking or when braking in low grip conditions, the system reads wheel speed data from phonic wheel sensors to detect potential wheel lock. If the wheel speed differential falls below a specific safety limit, the control unit immediately reduces the brake system pressure to the appropriate calliper to avoid wheel lock. The pressure reduction on each individual braking circuit is activated by electronically controlled valves, which then close as the wheel speed differential moves away from a locking scenario.

### Monster instrumentation

Looking clean and minimalist in true Monster style, the brightly illuminated display provides all essential data by default, and even more by scrolling with the left-hand switchgear. Data includes speed, revs, time, scheduled maintenance, oil temperature, ABS status (when applicable), DTC status (1100<sup>EVO</sup> only) and battery voltage, while warning lights illuminate for oil pressure, fuel reserve, turn indicators, high beam and neutral selection. In addition, the instruments present a reserve fuel trip, immobiliser status and automatic light-off function after 60 seconds with the key on as well as a memory to store lap times recorded by using the high-beam flash button as a stopwatch.

For the Monster 1100<sup>EVO</sup>, the display also doubles as a control panel for the 4-level Ducati Traction Control system included in the Ducati Safety Package (DSP), in addition to the Ducati Data Analyser (DDA) system, which is available as an accessory from Ducati Performance. All Monsters are built 'system-ready' for the data acquisition kit, which consists of a special DDA software and memory key that slots into USB style plug under the seat. The same plug also doubles as the connection for a handy 'battery maintainer' available as an accessory from Ducati Performance.



### **Monster Desmo**

The incredible valve performances of the Desmodue engine are made possible because of Ducati's unique Desmodromic system, where valve closure is activated mechanically. At high rpm it would be almost impossible for the valves to follow the steep closure profiles of the cam lobes if they were relying upon normal valve springs. With the Desmo system, the valves are closed mechanically with the same accuracy as they are opened, enabling steep cam profiles and radical cam timings. This system is used on every single Ducati power unit including the race-winning Superbike and Desmosedici MotoGP engines.

### **Monster quality**

Having more experience with twin-cylinder high performance engines than any other manufacturer, the air-cooled L-Twin remains central to Ducati's philosophy of motorcycling. This experience, plus constant investment in quality by design, advanced materials and engineering techniques has enabled a distance between service intervals of 7,500 miles (12,000km) making Ducati ownership even more enjoyable.



## 2012 DUCATI MONSTER 696

### Everyday usability

Ducati has always listened to feed-back from its passionate Monster owners and constantly responded with subtle changes to perfect the Monster 696. Last year's comfort-enhancing 20mm bar-riser and new sub-frame ready to accept the passenger-friendly grab-rail accessory are now complemented with 43mm Kayaba front suspension for 2012. Ducati's entry-level Monster remains as competitive as ever with optional ABS and a special 696<sup>+</sup> specification.

Enhancing the "less-is-more" philosophy that has made the Monster a global legend, the Monster 696 continues to redefine expectations. Every finely engineered element of the chassis and engine is on display, allowing its true beauty to be showcased for all to see.

With its thin waistline and wide handlebars, the Monster 696 provides unrivalled ergonomics, striking a carefully designed balance between performance and everyday usability that will appeal to a wide range of riders. Sport-derived chassis technology and the proven power and flexibility of the legendary Ducati L-Twin engine, make the Monster 696 as comfortable in city traffic as on the open road.

### Riding the 696

The riding position of the Monster 696 has been specifically designed to put the rider firmly in control. With its low 770mm (30.3in) seat height, easy-to-reach handlebars and user-friendly 4-point adjustable levers, every rider will find it easy to master.

The beautifully sculpted fuel tank cover allows maximum comfort and control and the narrowing of the 'waist' area of the 696 has the same effect as lowering the seat height, making it easier to get both feet flat on the ground. Careful attention to every detail has led to a substantial weight saving, making the Monster 696 the lightest in its class at an impressive 161kg (355lb) (dry weight). Passenger comfort and safety are also carefully considered, with neat, under-seat grab handles moulded into the seat unit maximising pillion security without detracting from the legendary Monster 696 styling or external grab-handles available as an accessory from Ducati Performance.



### **696 power trip**

The 696 engine produces 80hp (59kW) and 50.6lb-ft (7kgm) of torque ensuring a smooth and powerful delivery for a relaxed and enjoyable ride as well competitive and owner-friendly service intervals of 7,500 miles (12,000 kilometres).

The highly efficient, lightweight engine uses a bore and stroke of 88x57.2mm and, like the 796, features an advanced APTC 'wet' clutch. With a 'slipper' type action that prevents destabilising of the rear-end under aggressive down-shifting, the APTC clutch also gives the extra benefit of a super-light feel at the lever, a great benefit in stop-start city traffic. The oil-bath clutch represents a power-enhancing weight reduction over the 'dry' system as well as having a considerably quieter operation.

Providing a deep and rich exhaust tone within current regulations is no mean feat, but the Monster 696 definitely provides Ducati's famous L-Twin sound. Its bold, high-level twin mufflers not only make a striking style statement, but also provide a healthy increase in power and torque and ideal positioning for two lambda exhaust gas sensors, crucial for the optimisation of fuelling and emissions.

### **696 chassis**

Outstanding handling and control is provided by brand new 43mm Kayaba forks offering 120mm (4.7in) of finely controlled travel. At the rear, a progressive Sachs monoshock unit provides adjustability in both spring preload and damping.

Lightweight 3-spoke aluminium alloy wheels increase agility and reduce rider effort and use 120/60ZR front and 160/60ZR rear Pirelli Angel ST tyres. The end result provides a light, predictable and confidence-inspiring "feel" with outstanding stability at a wide range of speeds.

The Brembo brakes deliver exceptional braking power front and rear, enhancing rider safety. 320mm front floating discs are gripped by 4-piston, radially mounted callipers, while a 245mm rear disc works in combination with a twin-piston calliper. This powerful braking set-up offers unrivalled feel and feedback that inspires confidence across a broader spectrum of riding abilities. Riders looking for even more security will benefit from the optional ABS system.

Every carefully selected component of the Monster 696 has a net benefit to the overall weight of the machine. The dry weight of 161kg (355lb) not only enhances manoeuvrability and ease of use, but also contributes directly to increased performance of both braking and acceleration.



## **2012 DUCATI MONSTER 696<sup>+</sup>**

### **Factory-personalised**

Throughout its long and established history, the Monster's cult following has always attracted personalisation. With Ducati's tempting in-house accessory range offering so many custom-fit parts, nearly every Monster is different.

The 696<sup>+</sup> is a factory-personalised model featuring some neat designer touches. A beautiful single seat cover creates the clean look of a racing seat and easily unclips to allow room for a passenger while the neat micro-bikini fairing adds a custom touch to the front end.

### **696 colours**

The 2012 Monster 696 is available in red with red Trellis frame and black wheels or two choices of dark stealth or stone white, both with matte black frames and black wheels. The Monster 696 can be further personalised from a wide range of additional colour schemes available within the innovative Monster Art program.



## 2012 DUCATI MONSTER 796

### Urban icon

The Monster 796 is the 'urban icon' of the range, combining the user-friendliness of the 696 with the sports character of the 1100<sup>EVO</sup>. Delivering 87hp (64kW), a dry weight of just 167kg (368lb) and optional ABS, the stylish Monster 796 injects the magic of mid-range into the Monster family.

With the smooth and capable Desmodue 796 engine at the heart of the machine, a single-sided swingarm and user-friendly ergonomics, the Monster 796 perfectly balances lifestyle performance with everyday functionality to enhance the original Monster spirit.

### Monster spec

With a seat height of 800mm (31.5in) and the combination of seat shape and raised handlebars, posture is optimized and comfort enhanced. A dry weight of just 167kg (368lb) and optional ABS inspires confidence and makes life simpler in the city for the mid-range Monster.

Suspension up front is now handled by user-friendly 43mm Kayaba forks, while the sporty Ducati single-sided rear swingarm is controlled by a single rear Sachs unit with adjustable spring preload and return damping for passenger load optimisation.

Twin 320mm semi-floating discs are gripped by radially mounted 4-piston Brembo callipers to provide powerful and progressive front-end braking with rider-friendly 'feeling', while the rear is equipped with a 245mm disc and 2-piston calliper, also by Brembo. The Monster 796 offers the added option of ABS to further underline the model's focus on ease of use and everyday security.

The 17" wheels are in the five 'Y-shape' spoked style and produced in lightweight aluminium to keep the unsprung weight low and handling, braking and acceleration performances high. To differentiate the 796, the wheels sport a stylish pin-stripe for 60° of the circumference of the rim which creates a full circle of red when in motion. They roll on the same 180/55 rear and 120/70 Pirelli Diablo Rosso II tyres enjoyed on the 1100<sup>EVO</sup>.



## **Desmodue engine**

Maintaining the smooth and enjoyable character, famous of all Desmodromic L-Twins, the 796 Desmodue power unit has a 66mm stroke crankshaft, instead of the 696's 57.2mm, and a lightweight 848-type flywheel that helps to maximise power to an impressive 87hp (64kW) @ 8250rpm and torque to 58lb-ft (78Nm) @ 6250rpm. An oil cooler is fitted to protect power delivery by maintaining optimum efficiency.

The 803cc swept volume is compressed to a ratio of 11:1, compared to the 696's 10.7:1, then injected and ignited by Siemens controlled electronics. The 2-1-2 catalytic exhaust system uses twin lambda probes and regulating valve to provide finer fuel mapping and Euro 3 conformity. The system's lightweight and compact design is achieved by using 1mm thick tubing and terminates in twin lateral mufflers.

An APTC 'wet' clutch gives a 'slipper' type action that prevents destabilising of the rear-end under aggressive down-shifting and also gives the extra benefit of a super-light feel at the lever, an advantage in stop-start city traffic.

## **Controls**

The Monster 796 has enhanced comfort and control with bar-risers gripping sturdy tapered section aluminium handlebars. Integral type Brembo master cylinders are used for both the clutch and brake systems and maintain a clean handlebar arrangement for the rider. They are fitted with user-friendly, 4-point adjustable levers that provide easy-to-reach control for all hand sizes and the APTC clutch offers a super-light lever action ideal for use in the city.

## **796 colours and style**

The Monster 796 comes in traditional Ducati red, arctic white silk or diamond black silk with all three colours against a red Trellis frame and black wheels, which feature a red flash around 60° of the rim side, creating a red stripe at speed. Further aesthetic enhancements come from the footrest hangers finished in matte black to match the rear sub-frame and single-sided swingarm, the Ducati logo on the front mudguard and the Tricolore displayed proudly on the single-seat cover and fuel tank. The Monster 796 can be further personalised from a choice of additional colour schemes available within the innovative Monster Art program.

The Monster 796 is fitted with the micro-bikini fairing and single seat cover as standard and features a comfort-enhancing seat shape, further accentuated with stylish red stitching.



## 2012 DUCATI MONSTER 1100<sup>EVO</sup>

### Monster evolution

The Monster 1100<sup>EVO</sup> further enhances the Monster family's defining concepts of functionality, style and sport with an evolution of the flagship model. Taking its name from the Desmodue Evoluzione engine, which delivers a milestone 100hp, the 1100<sup>EVO</sup> rolls out with the new generation exhaust system, comfort-enhanced ergonomics, Marzocchi front suspension and refined tail-end in addition to the new Ducati Safety Pack (DSP) of ABS brake system and new 4-level Ducati Traction Control (DTC). The Monster 1100<sup>EVO</sup> is the first ever Monster equipped with DTC.

Ducati's application of the "EVO" treatment now runs deep throughout the Ducati range and its introduction to the ever-improving Monster family was inevitable. It completes a stylish family of lifestyle motorcycles with high attention to user-friendly and safety-conscious detail, while ensuring the Monster's cult status as a design icon of hand-built, naked motorcycles remains as authentic as ever.

### The ultimate Monster

The Monster 1100<sup>EVO</sup> takes everything great about the new generation Monster family and adds an evolution of upgrades that take the Monster concept to the next level. The Desmodue Evoluzione engine is Ducati's first 2-valve motor to hit the 100hp mark and its super-smooth power delivery is sure to delight riders the world over. Add to that a fully redesigned, power-enhancing exhaust system with low level cannon-style, vertically stacked silencers that leave the tail-end looking sharp and minimalistic and the introduction of DSP, consisting of a new user-friendly, 4-level DTC that supports the ABS system in enhanced rider control, and it's plain to see that this really is an "evolution" model. But it doesn't end there.

### Quality by design

Part of Ducati's approach to Quality improvement is to blend owner feed-back into the design process of new models, and the Monster 1100<sup>EVO</sup> is an iconic example. Ergonomics were totally revised with the a reshaped seat and bar-risers for the rider and a rear sub-frame ready to accept the confidence-inspiring Ducati Performance grab-rail kit for the passenger, whose comfort is further enhanced with a low-slung, rerouted exhaust system. Add to these enhancements rubber-mounted rear indicators and a more compact number plate holder with LED lighting, and it is clear that Ducati listened to every last detail.

The 'less-is-more' philosophy behind all Monsters underlines Ducati's continuous pursuit of genuinely compact, high performance motorcycles and with the EVO's dry weight at 169kg (373lb) it represents the lightest, most compact bike in its category.

The Monster 1100<sup>EVO</sup> is the result of constant evolution in design and technology. The powerful and breathtaking top-of-the-range model boasts attractive ergonomics and presents pure style and charisma, while preserving the essence of the original naked bike concept. The EVO design perfectly balances sports performance, stunning looks and safety-conscious riding pleasure and its seductive lines are the product of a Ducati philosophy where form and function combine to create the quintessential naked bike.



## **Ducati Safety Pack (DSP)**

The Monster 1100<sup>EVO</sup> is the first model to introduce the new Ducati Safety Pack (DSP), configured to enhance rider control on Ducati's lifestyle models. DSP consists of the ultra-dependable Brembo-Bosch ABS braking system and user-friendly 4-level Ducati Traction Control (DTC). Both systems are now supplied as original equipment and complement each other to provide a major contribution to safer motorcycling.

Accessible from the left-hand switchgear and displayed on the digital instrumentation, the DTC system offers a choice of four levels, each one programmed with an increasing level of interaction graded from one to four. While level four administers a confidence-building, high level of interaction from the system by activating upon the slightest amount of wheel-spin, level one offers a lesser amount of intervention for more competent, sport-oriented riders. When the level is selected and DTC activated, the level is displayed on the instrumentation.

Front and rear wheel sensors then compare speed differential to sense when rear traction is being broken (wheel-spin) and DTC decides the best combination of two different types of instant electronic adjustment, calculated with data supplied from multiple sources. The first 'soft' stage of system interaction is executed by high speed software that makes instant electronic adjustment to the ignition timing, administering varying amounts of ignition retardation to reduce the engine's torque.

If the DTC software detects that the first 'soft' stage of system interaction is inadequate to control the wheel-spin, it continues to administer ignition retardation and, in addition, instructs the engine ECU to initiate a pattern of constantly increasing injection cuts until, if necessary, full injection cut. During all stages of interaction, the two warning lights – normally used to signify the over-rev limiter – illuminate to indicate that DTC is being applied. As soon as the system recognises the gradual return of equal wheel speeds, it incrementally re-establishes normal power delivery. This seamless interaction is key to the super-smooth operation of the system and represents a considerable increase in performance safety during mid-corner acceleration.

The Brembo-Bosch ABS developed by Ducati is one of the most sophisticated versions available for motorcycles and combines with top quality brake system components to deliver outstanding performance and confident control.

Designed to reduce the risk of wheel-lock under heavy braking or when braking in low grip conditions, the system reads wheel speed data from phonic wheel sensors to detect potential wheel lock. If the wheel speed differential falls below a specific safety limit, the control unit immediately reduces the brake system pressure to the appropriate calliper to avoid wheel lock. The pressure reduction on each individual braking circuit is activated by electronically controlled valves, which then close as the wheel speed differential moves away from a locking scenario.



## The Desmodue 1100 Evoluzione

The lightweight, L-Twin stands at the pinnacle of more than three decades of Desmo air-cooled development and its torquey power delivery has excited riders worldwide. Its latest evolution combined with the Monster's airbox capacity and new exhaust configuration marks a milestone for Ducati's 2-valve engine as the first to reach 100hp.

The 1100cc Desmodue Evoluzione power unit continues to use a bore and stroke of 98 x 71.5mm, but its long list of refinements have boosted its power to 100hp (73.5kW) at 7500rpm with 76lb-ft (10.5kgm) of torque at 6000rpm giving it smooth power delivery from city-like low rpm to exhilarating open road performance at redline.

The 1100's crankcases are vacuum cast using Vacural® technology, a process that achieves significant weight saving and ensures consistent wall thickness and increased strength. In addition to the new magnesium alternator cover, the 1100 has a lighter crankshaft assembly, using an 848-style Superbike flywheel lightweight rare-earth magnets for the generator assembly.

Power gains have come not only from the lightweight crankshaft assembly, but also from an evolution of the top-end of the Desmodue power unit. The cylinder head, which has enhanced lubrication and cooling performance, also has a redesigned inlet port shape for optimum flow and a modified combustion chamber shape for improved burn efficiency. This improved efficiency is the result of increasing the compression ratio from 10.7 to 11.3:1 and the change to a single spark per cylinder ignition now managed by high-speed Siemens electronics.

Ensuring a sufficient feed and maximum volumetric efficiency to the higher compression set-up is a 5% increase in inlet valve lift and 4% for the exhaust, safely enabled by Ducati's unique Desmodromic system, where valve closure is activated mechanically. At high rpm it would be almost impossible for the valves to follow the steep closure profiles of the cam lobes if they were relying upon normal valve springs. With the Desmo system, the valves are closed mechanically with the same accuracy as they are opened, enabling steep cam profiles and radical cam timings. This system is used on every single Ducati power unit including the race-winning Superbike and Desmosedici MotoGP engines.

The Monster 1100<sup>EVO</sup> uses a slipper-clutch specially designed for the "wet" clutches of larger capacity engines. It features an oil bath system with 'slipper' function and super-light feel at the lever. Its design uses a progressive self-servo mechanism that presses the plates together when under drive from the engine, enabling the reduction of the clutch spring rates. This results in a much lighter clutch lever at the handlebar, ideal in traffic or long journeys. When the drive force is reversed (over-run), the same mechanism reduces the pressure on the clutch plates, enabling them to provide a race-like 'slipper' action which reduces the destabilizing effect of the rear-end under aggressive down-shifting and provides a much smoother feeling when closing the throttle or down-shifting under normal riding conditions. An additional cush-drive damper mechanism also smoothes the repeated transition from drive to over-run during stop-start traffic. The clutch and alternator covers are finished in a sophisticated looking carbon grey.



## **EVO exhaust**

The new generation exhaust system follows a revised 2-1-2 routing to ensure the EVO's power-enhancing and efficient power delivery and dedicates a lambda probe to each header to ensure precise fueling. While the stylish cannon-style, vertically stacked silencers carry catalytic converters to provide Euro 3 conformity, an electronically controlled mid-section valve optimises exhaust pressures throughout the rev-range.

The revised positioning of the aluminium silencers leaves the rear-end of the Monster looking sharp and minimalistic and ensures uncompromised passenger comfort.

## **1100 chassis**

Exceptional handling, combined with 75.9lb-ft (10.5kgm) of torque from the Desmo engine, results in a pure, adrenalin-filled ride and at just 169kg (373lb), the Monster 1100<sup>EVO</sup> is the lightest bike in its class.

The lightweight aluminium sub-frame maintains visual continuity with the single-sided swingarm and aluminium footrest hangers, which are rider and passenger separated. The passenger footpeg hangers are redesigned to attach directly to the rear sub-frame, which also accepts the passenger-friendly grab-rail kit available from Ducati Performance. The new footpegs and grab-rail kit provide increased passenger riding comfort and further enhance the EVO's stylish lines.

Fully adjustable 43mm Marzocchi forks and Sachs rising-rate rear suspension unit, with adjustable spring pre-load and return damping, offer sufficient personalisation to suit all riding styles and provide the perfect 'feel'. The steeply angled rear unit compresses in a movement non-linear to the rear swingarm radius, which achieves progressive characteristics, enables easy access to the spring pre-load and rebound damping adjuster, and eliminates the weight of any rocker-arm mechanism.

The beautifully shaped single-sided swingarm gives the Monster 1100<sup>EVO</sup> a "pure sports" look while ensuring higher rigidity, reduced weight and enhanced road holding. The swingarm is made in chill-cast aluminium, achieving optimum mechanical characteristics while reducing final weight for improved handling.

Stylish and lightweight aluminium alloy 10-spoke wheels reduce unsprung weight and improve agility and are fitted with a 120/70ZR tyre at the front and a 180/55ZR at the rear, both Pirelli Diablo Rosso II. The result is lightweight, precise steering that is extremely responsive at all speeds while giving the vehicle exceptional stability. The sports character of the bike is further accentuated by aluminium tapered handlebars.

The power of the Monster 1100<sup>EVO</sup> can rely upon a best-in-category braking system that provides excellent, precise and controllable braking performance. The impressive Brembo system features radial pumps with adjustable levers feeding four-piston radial callipers which grip twin 320mm discs. The rear brake uses a 2-piston calliper operating on a 245mm disc. As an integral component of the Ducati Safety Pack, ABS comes as standard equipment on the Monster 1100<sup>EVO</sup>.



## **EVO colours**

The Monster 1100<sup>EVO</sup> is available in two colour schemes of red - with a racing-style white stripe along the centre of the front mudguard, tank and single-seat cover - and red Trellis frame or black with both stripe and frame in racing-grey. Both Monster colours use sporty looking black wheels with short red pin-strip and can be further personalised from a choice of additional liveries available within the innovative Monster Art program.

## **Monster Art – ‘Logomania’**

Every model in the Monster family can be personalised using ‘*Logomania*’, the second collection of the innovative Monster Art project and a stunning tribute to famous Ducati logos and colour schemes that span more than 50 years of authentic brand heritage.

Changing the colour and character of any model in the current Monster line-up in just 15 minutes is the genius of the Monster Art program, and a feature that passionately supports the Monster culture of customisation. Consisting of tank panels, micro-bikini fairing, single-seat cover and front mudguard, the kits have now become a modern canvas in the world of motorcycle art and a unique method of Monster personalisation.

First introduced in 2009, the Monster Art project offered a range of colours over the 3 standard factory options with a collection called ‘*Colour Therapy*’. The latest chronologically organised collection, ‘*Logomania*’ introduces schemes that effectively enable a 50 year style shift in just 15 minutes.

## **Ducati Sport 100**

Built in the race-driven mid-1950s, the Ducati Sport 100 used engineering solutions that had taken Ducati to victory in the Motogiro D’Italia. The new Monster Art scheme of the same name, in blue and silver and proudly presenting the Ducati Meccanica tank logo, stands as a tribute to Fabio Taglioni’s Ducati Sport 100.

## **Ducati Mach 1**

The 1960s saw Ducati’s single-cylinder engines continue to develop even more sports oriented specifications, and it all started with the Ducati 250 Mach 1. Some 50 years later, the style is now captured in this distinctive scheme of red and white and, again, carrying the historic Ducati Meccanica tank logo.

## **Imola 72**

This scheme celebrates the historic Imola 200 race in 1972, when Paul Smart and Bruno Spaggiari proved Ducati’s L-Twin engine with a victorious 1-2 finish. In replica metaflake silver with the classic 70s Ducati logo, the tank also sports a fibreglass colour strip that mimics the simple fuel level indicator typical of that era.

## **IOM78**

Multiple World Champion, Mike Hailwood®, came out of retirement in 1978 to race in the Isle of man TT aboard a Ducati 900 SS. His historic victory there and the subsequent production of the Mike Hailwood Replica Ducati in 1979 is now relived in this memorable colour scheme of red, white and green complete with period Ducati tank logo.



### **Pantah**

The Pantah took Ducati into the 1980s in its own particular style, sporting a Trellis frame and the first Ducati engine to use belt-driven camshafts. Recreating the typical Pantah graphics of that era, this Monster Art scheme presents a grey finish with bold angled flashes of red and blue across the tank.

### **Darmah**

The Ducati Darmah of the 70s and 80s was a naked model that used basic colours and stripes that captured the very essence of that era. The black and gold used to great effect during those years has now been combined with the period Ducati logo and remembered in '*Logomania*'.

### **Ducati Corse**

2010 was the first year of competition with the new Ducati Corse logo and the official Ducati Corse colours are now celebrated with their own '*Logomania*' scheme within the Monster Art collection.

### **GP Replicas**

The two individual GP Replica schemes are dedicated to factory riders, Nicky Hayden and Valentino Rossi and decorated with the riders' respective logos, colours and famous racing numbers.