

REVIEW - DUCATI 1098

REVIEW BY WILLIAM AND HEIN

A huge thanks to Philippe, owner of Ducati Café Durban, for the privilege of riding and assessing the brand new Ducati 1098. Our first indulgence of what Ducati has to offer; in a word – tasty!

FIRST IMPRESSION: The 1098 is gorgeous, without a doubt the most beautiful superbike in the world. The way the plastics meld with the tubular Trellis framework is exquisite. Resting on its side-stand, the Ducati looks sleek and fast, but add a rider and something happens as bodywork embraces the rider in a race-oriented position, moulding together man and machine in faultless harmony. Every part of this bike is in perfect balance with the whole, each piece top-spec and of the highest quality. Some of the exceptionally striking components are the Marchesini rims, the aggressively angled twin headlights, the rear air-ducts on the each side of the pillion position, the finely engineered lightweight single-sided aluminium swingarm, and the twin under-seat stainless steel exhausts that sound phenomenal.



CONTROLS AND GADGETS: Digital instrumentation is derived directly from MotoGP. The display unit is controlled by a switch on the handlebar and shows a bunch of data including speed, revs, current time, scheduled maintenance warning, warning light for low oil pressure, fuel level, oil temperature, fuel reserve, trip fuel, neutral, turn signals, average speed, average fuel consumption, remaining fuel metre, and immobilizer. One thing that surprised us was the rev-limiter – there is no indication on the digital rev-counter of where the limiter would kick in, so it comes as quite a jolt when it happens. It also seems to reach the limiter sooner than expected; it surprised us a couple times. There is a little LED on the top right hand side of the display that flashes once as the engine nears the limit, probably something you could get used to with frequent use.

PERFORMANCE: “The 1098 is the most powerful twin-cylinder motorcycle in the world with the highest torque-to-weight ratio of any sport bike.” – Ducati press. The 90° L-Twin 1098 Testastretta Evoluzione engine produces an awesome 119.3kw (160hp) @ 9750rpm and an arm-wrenching 122.492Nm (90.4lb-ft) of torque @ 8000rpm. Power is well spread, though you need to keep the revs high to get the best out of it. Smooth power-band has no sudden surges or surprises, just consistent power all the way through.

SUSPENSION, HANDLING & COMFORT: The seating position feels high with your weight over the tank. Comparatively low foot pegs, a low tank and super-slim body design allow the rider plenty of room even in a full crouch position.

The Ducati is ultra-light (173kgs) and easily thrown into corners, its cornering abilities complemented by Showa suspension that gives firm and predictable feedback from the road. The 1098 is the first production street bike to use Brembo’s Monobloc calliper racing technology. The M4-34 callipers are machined from a single piece of alloy, as compared to the bolt-together construction of conventional callipers. The Monobloc design has much higher rigidity and resistance to distortion during extreme braking giving a much more precise feel at the brake lever. Layman’s terms: super-sharp, super-powerful, super-consistent.

OVERALL RATING: The new 1098 is for those who desire the ultimate in all-out superbiking; an elite and spectacular track tool!

PRICE: 1098	@ R166 700.00	available February
1098S	@ R207 900.00	available mid January
1098 Tri-colore	@ R241 500.00	available March/April

All three come with a standard 2 year unlimited mileage warranty, service intervals are every 12 000kms

DUCATI DURBAN 

Tel: (031) 566 5464 • 6 Aurora Drive, Umhlanga Ridge