

# Passing the reliability test



## 2009 DUCATI MONSTER 1100S

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Senior Editor



For some, the first ride of spring requires no more preparation than that of a mid-summer blat. They just breeze into the garage, unplug the trickle charger, roll the bike off its paddock stands and press the starter. I wish I was like that.

Instead, I always forget to put the Optimate on when I put the bike away, then – months later – have to spend 20 minutes rummaging for my industrial-sized battery charger, remember I lent it to a neighbour, get it back, curse the kids for plaiting the extension lead together with the jetwash cable and – for a finale – gouge my head on a protruding nail. By the time I'm ready to get at the battery I could charge it using my own anger.

This year I go through the same old ritual, adding a brilliant new element by dropping a full tin of paint on my foot, but just before attaching the charger I stop to wonder if the Monster will start unassisted. This is optimistic – a knee operation, snow and laziness has meant the Monster has sat untouched in a cold garage for three months.

I turn the key, waiting for that horrible grinding click as the battery breathes its last volt through a solenoid somewhere. Instead, the Monster starts immediately. Instantly. The crank probably rotates twice before the V-twin chugs nonchalantly.

I suddenly become interested in battery technology.



## One push of the button...

Like most modern bikes, the Monster uses an MF (maintenance-free, ie sealed) AGM (Absorbent Glass Mat – this separates the plates and holds the acid by capillary action so the battery can be mounted at an angle) lead-acid battery. These use sulphuric acid of a higher concentration than the old filler-cap type in my old Monster 900 and give higher cranking power.

They also require perfect filling to retain charge. If any air bubbles remain they affect the battery's efficiency. Once sealed, that's it – no going back. I'm guessing someone did mine very, very well...



## THE FACTS

**2009 DUCATI MONSTER  
1100S £9871**

<b>Value now:</b>	£8000
<b>Fuel economy:</b>	48mpg
<b>Power:</b>	95bhp
<b>Torque:</b>	79ftlb
<b>Weight (dry):</b>	169kg
<b>Colours:</b>	Red, white plus 10 others...
<b>Info:</b>	<a href="http://www.ducati.com">www.ducati.com</a>

# Built to last

Ducati-owning MCN readers have heaped praise on their bikes. Here's just a selection of their comments on our website that prove that Ducatis aren't just about stunning good looks and phenomenal performance – they're also built to last...

"I have been massively impressed by my Monster 1100."  
**Sicknote2000**

"I've never been let down by my Monster 696. Go and see the alternatives then go and see this. The differences are in the build quality and finish."  
**Jonny Concrete**

"I've had 15 bikes, from

Harley Fat Boys to a Ducati 748 but my Monster 696 is the best bike I have had for handling and value. A great bike!"

**Ducati man 69995**

"The Streetfighter does the riding for you whilst you look where you want to go. It's definitely an awesome machine."

**Benjoybobs**

"My Monster S4 is a superb bike – it's quick, it's comfortable and just great fun to ride."

**Sad5000**

"My Multistrada 1100 is such a nice bike – it's very well put together and the motor is really strong."

**J Cockrell**

**"After two years of ownership, my Hypermotard still looks like new due to the quality of finish."**

**Sandrex (MCN reader)**



## CHEAPER TO OWN

John Burrows, service manager at Ducati Coventry, talks about the 1198, and how much cheaper it is to own than the Ducati superbikes that preceded it: "It's much easier for us to work on than the 999 ever was, because there is less for us to do to get at parts on the Evoluzione motor than



with the previous Testastretta engine. Adjusting valve clearances is simpler now, for example.

For owners there is a big price difference in servicing, too. For the 1198, a 620-mile first service costs about £100 – with the 999 it was closer to £250. And the service intervals are longer, too. After the 620 mile/six-month service, there is the 7500-miler (or 12 months),



for which you're looking at £180 (as opposed to £400 before) and then the 15,000-mile service. The belts need replacing at 15,000."

# Hi-tech future for Ducati

**Ducati boss, Claudio Domenicali, talks about the future, innovation and the cost of ownership...**

**Where is Ducati going? Domenicali gives us a steer on the likely next bikes from the Bolognese factory...**

"Although we've just launched the new Multistrada I wouldn't say we're moving away from sports bikes. We'll never go as far as making a large pure-bred tourer, for example, but we do want to expand the Ducati brand.

"We wanted to evolve the Multistrada into being more comfortable and more fitting for touring. But at the same time we wanted to stretch the sports character even more.

"I wouldn't say there's any chance of a smaller, 'sporting' tourer in the near future. We're still a comparatively small company, and don't want our bikes competing against each other. One of the reasons we put a more powerful engine in the Multi was to appeal to our ST touring customers.

"I also don't think there will be a smaller Multistrada in the future, as with the Monster. We want to keep the Multi a premium bike.

"But there is every chance that engineering seen on the Multistrada, like active suspension, will be seen on a Ducati sports bike..."

**How advanced is Ducati engineering?**

**The new Multistrada is the most advanced Ducati of all**



**Ducati boss Domenicali opens his door to MCN**

**'We'll always stretch our sporting character'** **Claudio Domenicali**

**time, and has given the firm the perfect shop window in which to display their latest innovations...**

"We used active suspension on the Multistrada, and were always going to use traction control. It has the same shock as the 1098R but with active electronics

"The engine was changed over the standard 1198 by our development of a small overlap between intake and exhaust on the 4v engine, which improves performance at low rpm.

"The active suspension took a huge amount of testing. Effectively we had to develop and test four different bikes in four different modes. Then there's three different ride-by-wire combinations, eight different traction control settings, etc.

"But riders can choose their own settings, to suit the extra weight of a pillion or luggage for example. You can choose your own personal settings every time."

**Aren't they pricy to run, though?**

**As the facts on the previous pages show, Ducatis really aren't expensive to run...**

"Many people might have been put off buying a Ducati in the past because they felt the servicing costs were too high. But we have a service interval of 15,000 miles on the 1198!

"Over the past three years we've made changes to lengthen the service intervals and roughly halve the cost of maintenance. Even valve clearances won't need attention until 15,000 miles."