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Ducati 1098/1198: The Superbike Redefined



Synopsis

Ducati 1098/1198: The Superbike Redefined tells the story of the development of the most powerful and charismatic Ducati Superbikes from the perspective of the designers, stylists, engineers, and managers. Every stage in the 1098, 1198, and 848's planning, development, and manufacturing is covered in impressive detail, and accompanied by hundreds of photos and illustrations. Working with the full cooperation of Ducati management, author Marc Cook went behind the scenes at Ducati in Bologna and extensively interviewed designers, engineers, fabricators, and other personnel who describe the extraordinarily sophisticated and complex process of bringing out this new model. Previously unpublished design renderings and CAD drawings reveal styling directions and technologies that were explored but not adopted. Riding impressions from international moto-journalist Alan Cathcart and Cycle World's road test editor Don Canet provide insights about the characteristics of these motorcycles with comparisons to the bikes that preceded them. The book also takes you everywhere from the off-limits prototype development areas to the assembly line. Think of this as the ultimate motorcycle factory tour. The interviews, photographs, and drawings combine to capture the tremendous excitement of being on site at Ducati. In the end, Ducati 1098/1198: The Superbike Redefined is as much about the people of Ducati - their intelligence, humor, passion, and dedication to excellence - as it is the bikes themselves. This book will take you deep into the heart and soul of these revolutionary motorcycles and the remarkable company that created them.

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Customer Reviews

Marc Cook has been in motorcycle journalism for twenty-two years. His extensive background in aviation and automobiles gives him a thorough technical understanding seldom found among his fellow journalists. He wrote *Ducati 999: Birth of a Legend*, with Alan Cathcart. This is his fourth book.

A quality book with great technical insight, however no mention or photos of the 2009 1098R Limited Edition Bayliss despite 500x road legal machines produced to salute the career of Aussie Troy Bayliss and his three World Championships. I'm trying to recall another occasion when Ducati positioned the national flag of another nation, in this case Australia, on a bike so conspicuously as they did on the 2009 1098R LE Bayliss (no envy here?). The D16RR gets a mention, with photos, despite being a totally different machine, strange indeed. It would be nice to see an updated edition as well as a separate book on the D16RR.

Ducati 1098/1198 The Superbike Redefined After a first read, I felt there wasn't a whole lot of substance in this book. There aren't many descriptions, explanations, and justifications for their designs. I had a growing list of questions, being new to Ducati. I had heard of their reputation, how Tom Cruise loves Ducati motorcycles, how Ducati is akin to Ferrari for motorcycles. But my questions were still lingering. For instance, why do they use timing belts and showerhead/overhead injectors on the velocity stacks instead of timing chains and port fuel injection? Why doesn't Ducati develop more V4 production engines? Why does Ducati use a V4 for their MotoGP bikes and not a L-Twin like their production bikes, or vice versa? After the first read, I decided to do some first-hand research. I was looking to purchase a new motorcycle anyhow, so I went to the local dealer and chatted with the mechanic and sales reps. I also talked to some die-hard MotoGP fans and motorcycle racing enthusiasts. The bits and pieces I gathered was that Ducati could not effectively compete with their L-Twins against the Inline 4 engines with the same displacement, hence the need to go with a V4 in racing. Ducati's engineering is very unique, in that they develop everything to work cohesively with the engine so as to not disturb handling, braking, acceleration, etc... With some domestic auto makers like Ford, they build a car and shoehorn in an engine or design a car and select the powertrain and drivetrain out of a catalog of mass produced items to see which fits, is the lightest, and the cheapest. So Ducati most likely cannot ditch the L-Twin and shoehorn in a V4 into their current models without extensive and expensive re-designs, not to mention venture away from the tradition of L-Twin engines. I decided to read through the book again, and I began to

understand why they chose some of those designs. Weight reduction and performance. Two concepts that I hold dearly as a gearhead. Timing belts and the pulleys/cogs are significantly lighter than timing chains, hydraulic tensioners, tensioner arms, and sprockets. The camshaft lobes have weight reduction holes, the Desmodromic valvetrain may be antiquated in idea as modern spring metallurgy has worked well with high RPMs in resisting valve float, but the Desmodromic valvetrain works just as well or better in the same application without all that extra weight! So after a few reads, I found the book to offer a profound insight into the design and processes involved with bringing the 1098/1198/848 to market. While I felt the book would benefit from more in-depth discussion of technical characteristics, design strategies or hurdles, the book offers a 30,000 foot view of the 1098/1198 Superbike and managed to convert me into a new Ducatista. Overall: 4/5 stars

Seems I can't get enough "Ducati" so when I heard about Marc Cook's new book about the design and development of the 1098/1198 Superbike series as replacement for the triple 9 I immediately lined up for delivery. I wasn't disappointed. The editorial description above is accurate but does not describe the quality of the book. It is very nicely hard bound. Under the dust jacket the binding is Ducati (well almost) red. The pages are heavy glossy stock and the full color photography on nearly every page is terrific and serves well to illustrate and add to the text. The author interviewed many of the participants in the 1098 project including Claudio Domenicali, in charge of product development, Gianni Fabbro, lead in house designer and Vincenzo De Silvio and Marco Sairu, architects of engine development among many others. These interviews add a great deal to the story of how a superbike is brought to life in a relatively small factory such as Ducati. The achievement is extraordinary in a way I didn't fully appreciate before reading this book. Marc Cook has done a commendable job of conveying to the reader the process. This book deserves a place on the shelf of any self respecting Ducatisti.

First up I have to say I am a Ducatista to a 100%. Also for the past 2 years I was earning a living working on these fine Italian Machines, they are a piece of Art!! So I did get to know those Superbikes. I also was fortunate enough to test ride each one of those models mentioned in the book. (Including the 200HP Desmosedici!) I read the book back to back in 2 day's as soon I got it. I love it, it has great photos and drawings, it is well illustrated. The text is easy to understand even if you never worked on bikes before. I can only recommend this well made book (unfortunately it is still printed in China!!)

I have always wanted a Ducati Superbike since the 916 days. Just recently, I finally was able to get my Ducati....not the 916, but the next gen version of it which is the 1198. In this book, it gives you the history of the evolution of the Ducati Superbike. I had no idea of how much went into manufacturing a motorcycle like this. It is definitely an excellent read!

Beautiful and interesting book but sadly leaves out the 1098 Streetfighter, except for one tiny mention. Is any study of the 1098 complete without the Streetfighter, the 1098's naked sibling?

There's a lot of insight information about the design process involved in these motorcycles. As an owner, I'm truly blessed with this kind of material.

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