

2009 Ducati Monster 1100

The philosophy of Ducati is when they were designing the Ducati Monster 1100 motorcycle was 'less is more'. Well I can tell you Ducati accomplished what they have set out to do.

Thanks to Moto Forza in Escondido I had the thrill of riding the Monster all over San Diego County racking up around 500 miles of back country, freeway and city roads. I know a few of you folks know me and also know I'm 64 years young, that's right young and that is why I had so much fun riding the Ducati. Now I have ridden a lot of sport bikes and really wasn't all that comfortable, but the Monster was a different story, maybe it was the fact it only weighed in at 370 pounds dry, correct 370 pounds carrying a 1100 cc engine that produces 95 horsepower at 7500 rpm. What really makes the Monster stand out is the torque, 75.9 foot pounds of raw torque, you snap the throttle while in six gear doing around 70 miles per hour, and you had better hang on! Because this horse what's to run!

The Ducati is fuel injected by the way of Siemens electronic fuel injection with a 45 mm throttle body, dual aluminum exhaust pipes run through the chassis and out the rear next to the tail section of the bike. Being a Harley rider noise is everything, not so on the Monster, sure it makes noise, but very docile, in fact it was a sound I could really get used to, and did (I feel like taking her out for just one more spin, but I better finish this review first!)

When starting a Ducati Monster you must be aware it is very cold blooded, not a bad thing, you just need to turn on the key, flick the ignition knob to "on" and push the button and she will come alive, wait a minute or two and your off and riding. Oh, did I mention that Ducati is smarter than your average motorcycle? Like Harley Davidson? What I'm driving at is once I started the Monster and dropped it into first gear the engine died, OK still cold, started it again and again it died. I looked at the very informative instrumentation pod (which is full of good information) and it showed that it was almost warm, I started it again, dropped it into first gear and guess what? It died!

For you seasoned sport bike riders stop chuckling I know you have already figured it out, I had left the kick stand down and when you try and start a sport bike with the kick stand down it will automatically die, safety first!

Back to the bike, this was the S model with adjustable Ohlin rear suspension, Brembo brakes for that "stop on a dime and give nice cents change" feel. This bike was very well balanced and one thing I need to mention, yes it is wicked fast, but when coming to an off or on ramp you need to slow down a little and all you really need to do is de-accelerate, no brakes just twist the throttle back and the compression really pulls the Monster down, grab a lower gear and knee drag yourself through the turns (OK I never dragged my knee, but I did think about it). I know what you're thinking, this is an Italian bike and must be very expensive to operate, which is farthest from the truth. Service every 7500 miles, a few parts and a two year unlimited mile warranty.

I loved this bike and if you're a first time rider male or female and you like the sport bike. Check out Ducati's line of bikes at www.moto-forza.com or call 760-746-6001 and tell them "Dave sent you"! As far as price, Moto Forza will be happy to tell you the number, but look at all the accessories first then ask for the price!