



## Designers

### **Fabio Taglioni – Engine Designer/Technical Director (1954-1989)**

As the chief designer and technical director of DUCATI from 1954 until 1989, Fabio Taglioni is considered the father of the DUCATI “Desmo” engine (single, L-twin and V-four variants) whose original designs are still used in all current DUCATI motorcycle engines.

#### **DUCATI Engine Designs...**

- ⚙️ DUCATI Desmo Bevel drive
- ⚙️ DUCATI Apollo V4
- ⚙️ DUCATI Desmo Pantah belt drive
- ⚙️ DUCATI Desmo Bi-Pantah belt drive
- ⚙️ DUCATI Parallel Twin

### **Massimo Bordi – Engine Designer/Motorcycle Designer/Technical Director (1978-2000)**

Famed as the designer of the Desmoquattro engine together with Pierluigi Mengoli, Massimo Bordi is responsible for the development of the original four valve water cooled engine and it's successors as fitted into the modern DUCATI. Often considered as "the most important man in the history of DUCATI", it was thanks to his work that DUCATI turned into a high-tech company capable of competing with the major manufacturers in the 1990s.

In 1978 he joined DUCATI entrusted with the technical direction of the motorcycle sector and in 1980 as the role of technical director and then became general manager of both the DUCATI and Cagiva brands.

Under his guidance and development, the Desmoquattro engine was born, which was mounted for the first time in the 1986 DUCATI 748 IE racing bike followed in 1987 by the 851, 888 and 916 which became fundamental models for the relaunch of the DUCATI Corse in Superbike competitions.

In the early nineties Bordi was in charge of the engineering of the Supermono and Monster projects followed by the last engine produced under his direction, the Testastretta.

#### **DUCATI Engine Designs...**

- ⚙️ DUCATI Desmoquattro
- ⚙️ DUCATI Testastretta

#### **DUCATI Motorcycle Designs...**

- ⚙️ DUCATI 851
- ⚙️ DUCATI Supersport (1988-1991)

### **Massimo Tamburini – Motorcycle Designer (1985-1996)**

One of the founders of BIMOTA and a designer for Cagiva, DUCATI, and MV Agusta, Massimo Tamburini's designs are iconic in their field and considered as the "Michelangelo of motorcycle design".

The DUCATI 748/916/996 and 998 he designed are included in the Guggenheim Museum's “The Art of the Motorcycle exhibit of 1998–1999”.

#### **DUCATI Motorcycle Designs...**

- ⚙️ DUCATI 750 Paso, 906 Paso, 907ie
- ⚙️ DUCATI 748, 916, 996, 998

## **Miguel Galluzzi – Motorcycle Designer (1989-2007)**

Widely known for having designed the Monster, Galluzzi also designed the 1991 Supersport which became an instant classic and the ST2.

However, the Monster, created by Galluzzi, is noted as one of the 10 best motorcycle designs of all time and credited with popularizing the naked bike niche and the bike that became the company's best-selling and most profitable model line. Many of the DUCATI's Galluzzi originally styled were later revised and updated by Pierre Terblanche, including the ST series and the Monster update of 2007.

### **DUCATI Motorcycle Designs...**

- ⚙️ DUCATI Supersport (1991-1998)
- ⚙️ DUCATI Monster (1993-2007)
- ⚙️ DUCATI ST2

## **Pierre Terblanche – Motorcycle Designer (1985-2007)**

Famed for his controversial design styling, in particular the 749/999, many are unaware that Terblanche is also responsible for other designs including the DUCATI 888 and the retro classic series which are now prized and sort after collector bikes.

### **DUCATI Motorcycle Designs...**

- ⚙️ DUCATI 888
- ⚙️ DUCATI Multistrada
- ⚙️ DUCATI Hypermotard
- ⚙️ DUCATI Supermono
- ⚙️ DUCATI Supersport (1999-2007)
- ⚙️ DUCATI Monster (2001-2007)
- ⚙️ DUCATI ST3, ST4
- ⚙️ DUCATI 749/999
- ⚙️ DUCATI SportClassics
- ⚙️ DUCATI Paul Smart 1000LE
- ⚙️ DUCATI MHR 900 Evoluzione (2001-2002)
- ⚙️ DUCATI Diavel

## **Giandrea Fabbro – Motorcycle Designer (2007-Present)**

The current senior designer for DUCATI, Fabbro gained notoriety when he was given the responsibility to design the next generation of DUCATI's Superbike line, the 1098, after Pierre Terblanche's 749/999 failed to gain the popularity and success of the iconic 916 designed by Massimo Tamburini.

In 2006 DUCATI decided to go back to the design of the 916, while still keeping the 1098 and its successors modern for many years, a task given to Fabbro while he was still Terblanche's junior and the 1098 proved to be an immediate success. These bikes were fitted with the new Testastretta Evoluzione and Testastretta 11° engines with increased capacity, larger valves, and modified throttle bodies etc.

After the launch of 1098 and the 848/1198 variants, DUCATI started working on its successor, project 0801 Panigale, the task given again to Fabbro after he won an in house design contest – his design was developed into a full-size mock-up and later into production and fitted with the new Desmoquadro (L-twin) and the Desmosedici Stradale in the V4 models.

### **DUCATI Motorcycle Designs...**

- ⚙️ DUCATI 848,1098,1198
- ⚙️ DUCATI Monster (2007-Present)
- ⚙️ DUCATI Panigale 899, 959, 1199, 1299, V4
- ⚙️ DUCATI Supersport (2016-Present)

