

# Ignition

The most important stuff  
in motorcycling this month

NCR has always made  
tasty stuff for Ducatis, now  
they've done it again.



## HOWLING WOLF

Ducati's former de facto tuning house NCR has rolled out a couple of superbikes, the M4 and the M4 One Shot, at the Barber Motorsports Park in Birmingham, Alabama on October 8th 2011.

The NCR M4 frame is a derivative of the legendary racing Millona machine, but in this case even lighter (4.8kg) and all titanium with the subframe in the same material. Just forget a fairing: this bike is stripped of all unnecessary components and many of the remainder are made in carbon-fibre, including the wheels, mudguards and 13-litre fuel tank. Total weight of the M4 is down to 130kg with the M4 One Shot even lower at 126kg. Triple clamps, rearsets and

many other components are CNC-machined from billet.

NCR incorporates its own electronics package, permitting rapid disconnection accessing various features with USB interface and software. A new Magneti Marelli high speed CPU takes care of traction control, battery is lithium and state-of-the-art electronics are used with the AIM MXL Display incorporating laptop software.

Brake systems are Brembo with twin 300mm wave discs up front gripped by four-piston racing calipers. Ohlins suspension is used exclusively with 43mm inverted forks and NCR CORSE bottoms all fully adjustable, and a rear Ohlins

monoshock with eccentric adjuster and again, like the forks, tuned by NCR CORSE. The NCR exhaust system is in stainless steel incorporating a catalytic converter and weighing in at 5.5kg.

The NCR M4 comes with the 1100cc Ducati EVO engine making 80kW at 7500rpm and 115Nm of torque, while the NCR M4 One-Stop has the engine enlarged by NCR to 1200cc with an NCR F1 billet crankshaft, titanium rods, high-compression forged pistons, NCR cylinders and ported head, not forgetting an NCR slipper clutch. Output is 98.5kW at 8700rpm with 143Nm of torque. WMCNA



# CORSA COSTA

MV Agusta's F4 R Corsa Costa uses the same engine as the top-of-the-range F4 RR but revised with a marginally lower output of 145.4kW against 149.9. The modified 998cc in-line 4-cylinder radial valve engine revs to 13,000rpm with new porting and larger, titanium valves.

The six-speed cassette gearbox, the slipper clutch is retained,

while the electronic management system is further developed with the traction control employing two maps accessed by the rider from the left handlebar.

The rolling chassis is typical MV with a steel tubular trellis frame allied to cast aluminium plates and that classic single sided alloy swinging arm. Forks are 50mm

Marzocchi USD type and the rear Sachs monoshock with a nitrogen reservoir and both are fully adjustable.

The dry weight of the bike is a respectable 192kg and tank capacity is 17 litres. Colour choice? Certainly: red/grey or white/grey. [www.mvagusta.com.au](http://www.mvagusta.com.au)



Dig that front end



NCR M4 - One sexy motorcycle