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MOTOGP TEST EXCLUSIVE

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Full story, page 15



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MCN reader's horrifying tale
Full story, page 9



FIRST LOOK

Weighty price of

2007 NCR Millona: great power-to-weight ratio with 116bhp and 121kg



THE MOLE

NEW BIKE RUMOURS BY OUR MAN IN THE KNOW

Yamaha rear-wheel steering

REAR-wheel steering has been common on cars since the 1980s, but it's never made the switch to bikes. However, I've now heard that Yamaha is developing a system that will steer the back wheel of a bike. Details are sketchy, although I understand it tilts the wheel as well as altering the direction. How it will feel is a mystery, but theoretically it could improve both stability and manoeuvrability.



HALF-FAIRED Aprilia due

New Shiver

I HEARD an interesting tidbit from the Aprilia factory - there's a half-faired version of the new Shiver 750 already sitting in the R&D department. The bike makes complete sense, although I'm slightly surprised the firm hasn't gone the whole hog and made a full-faired RSV750 using the Shiver as a base.

BMW F800GS

OK, I'll admit it, I was wrong. I was convinced BMW would launch the off-road GS version of its F800 twin at last year's Cologne motorcycle show, and they let me down. But my German sources say the bike is ready to be launched as soon as BMW has the production capacity to make it, along with a naked 'R' version similar to Christian Pfeiffer's stunt bike.

Goldwing replacement

IT'S hard to believe the current 1800cc Gold Wing is already over five years old, but according to my sources it is now just months away from being replaced. I've mentioned before that the firm is looking at using an automatic gearbox for the next-generation bike, and the proliferation of auto and semi-auto designs from Aprilia and Yamaha, plus Honda itself in the form of the forthcoming DN-01, add weight to that. My money says there will be an auto Wing by next year.

WILL Triumph produce it?



Triumph 675 Speed Triple

WILL they or won't they? That's the question that's surrounded a naked version of Triumph's Daytona 675 ever since MCN got spy shots of just such a bike more than a year ago. Now I understand the bike has been sent back to the design department after testers were unhappy about the down-graded suspension used on prototypes. Will they put it into production? If you have any inside information contact me at mcn.mole@emap.com



Honda's race-ready CBR

THIS is the CBR600RR Honda will sell to Japanese race teams - for £4100.

You've got to be a racer and based in Japan to be able to get one of the 200

machines they're making. But those who do will get a bargain. It has a race-spec engine management system, retuned suspension and sticky tyres.

NCR's latest creation is nearly as light as a 125 and almost as powerful as an R6. And all for just £41,000!

BY ANDY DOWNES

THIS NCR Ducati Millona has a power-to-weight ratio to rival the new Yamaha R1 - not bad for a bike powered by an air-cooled 1200cc Ducati V-twin from a Multistrada. The Millona, first revealed by MCN in 2004, has been overhauled for 2007 with an extra 10bhp, 10kg less weight, an all-new titanium exhaust system, plus an uprated camshaft and slipper clutch. It is a seriously rare bit of kit built by NCR Ducati - a firm closely tied to the Ducati factory. With 116bhp and weighing just 121kg, the Millona's claimed power-to-weight ratio is 0.95:1, pretty close to the 2007 R1's claimed 1:1. The track-only Millona costs £41,000, and the 2007 bike comes with a host of improvements

listed on the right, plus masses of small changes.

NCR boss Michele Poggipolini said: "The Millona 2007 has been seriously changed compared to the 2006 version. The engine is more powerful thanks to the NCR Corse camshaft, available as a kit and producing 10bhp more than the stock camshafts. The engine also has the NCR Corse clutch system and a new slipper clutch developed by the Millona Factory. Then we upgraded the bottom brackets and triple clamps in aircraft-grade aluminium.

"The most important change is to the exhaust system - now we have a new 2-1-2 exhaust system in titanium. Also, thanks to the exhaust, the performance of the Millona is now a really a big step forwards compared to the '06 model."

MCN will be testing the NCR Millona shortly.

CHASSIS

THE frame weight has been slashed to just 3.9kg and has a season of racing under its belt with Italian racer Valter Bartolini, who won six of seven races in his domestic class. The aluminium tubing is now thinner than before and, combined with a carbon-fibre subframe, is incredibly lightweight.

ENGINE

THE top-spec engine is now a 1200cc, 116bhp version of the Multistrada unit with uprated pistons and cylinders, titanium connecting rods and valves, new camshaft and a new slipper clutch.

EXHAUST

COMPLETELY new with a two-into-one-into-two system replacing the old two-into-one system.

performance



NO headlight. It's a track-only machine

NEW exhaust is two-into-one-into-two

Technical highlights

- **Engine:** Ducati 1200 NCR, 116bhp @ 8450 rpm, 78ftlb @ 6700rpm
- **Weight:** 121kg (engine weight: 50kg)
- **Frame:** Tubular trellis in chromium molybdenum developed by NCR
- **Swingarm:** Hand-made swingarm in aluminium developed by NCR
- **Wheelbase:** 1400mm
- **Rake:** 23.5°-24.5°
- **Gearbox:** Six-speed
- **Front brake:** 2 x 300mm Braking Wave discs, four-piston, two-pad Brembo SBK radial calipers
- **Rear brake:** 200mm Braking Wave disc, two-piston



CUSTOM Ohlins-made kit

Brembo caliper
● **Front suspension:** Ohlins 43 mm upside-down forks with TiN surface treatment, adjustable off-set

- **Rear suspension:** Fully adjustable Ohlins monoshock with length adjustment and custom-designed progressive linkage
- **Carbon-fibre:** Fuel tank, subframe, fairing kit, bellypan, front mudguard, seat tail and airbox kit
- **Fuel tank capacity:** 15 litres
- **Exhaust system:** Titanium by Zard
- **Wheels:** Marchesini M10R forged magnesium
- **Dashboard:** MyChron3 with USB PC connection.
- **Front tyre:** Metzeler Racetec Slick KO, 120/70 x 17
- **Rear tyre:** Metzeler Racetec Slick KO, 190/55 x 17

Disgraceful roads and lying councils

'Call us trusting fools, but when a council promises to repair a road we tend to believe them'

WE'RE not going to sit here and moan about the state of our roads because anybody who's ridden a motorcycle in the last year will know just how bad they've become.

However, what is really galling is the fact that when you go to great lengths to point out examples of dangerously tatty tarmac to the local council they still do nothing about... even a year later.

What more can we do? We provide the local authority with photographic evidence, we provide them with the exact location of the danger spot and we even publicise the shameful state of their roads in the world's largest weekly motorcycle publication. What more could we do short of heating up some tar, grabbing a handful of shovels and taking up new professions as highway engineers?

Call us trusting fools but when the local council promises to repair a dangerous pothole in the very near future we tend to believe them. However, our latest story (see page 16) proves that they can't be trusted - like naughty schoolchildren they need to be chased up all the way.

The penny clearly hasn't dropped yet... bad roads cause accidents, accidents cause injuries, injuries lead to compensation claims and ultimately this hits the council coffers. By trying to save a few quid in fresh tarmac the councils will be stung by a much bigger bill for the broken bones their shameful roads are responsible for.

Ducati for the masses

SOON riders will be able to buy into one of the most iconic brands in motorcycling for about the same price as a mid-range Japanese commuter bike.

No longer will we have to sell a kidney on the internet to get the keys for a brand new Ducati, instead we'll be picking one up for about the same cash as a Suzuki SV650. All we can say is: "About time too".

There's no denying it - motorcycling isn't a cheap lifestyle to get into. After forking out for the lessons, the leathers, the lid and the test the last thing you need is to be hit with a whacking great big bill for a brand new bike. Is it really any wonder fewer young people are taking up two wheels?

Harley-Davidson tried something similar with its Sportster 883 and did it devalue the brand? No, it sold like hot cakes. So listen up Bologna: get busy and start building us the cheap, stylish bikes that will get a whole new generation of young riders into motorcycling.