

END OF THE LINE

MV's special final

Limited numbers mark end of line for glorious 750 superbike

THIS is MV Agusta's take on a budget bike. Despite it being fitted with a 143bhp motor from the exclusive £16,500 F4 SPR, the MV F4 SR is just £300 more than the base model F4S.

Built to mark the end of production of the iconic MV 750 superbikes, the £12,995 SR offers a massive performance gain for a small price rise. And just 20 will be brought to the UK.

The idea is similar to Ducati's 998 Final Edition, where limited numbers of special bikes commemorated the model's end.

David Percival of MV's UK importer Three Cross Motorcycles said: "The SRs are the last 750s to come off the production run. MV is concentrating on production of its 1000 at the moment."

"The SPR motor gives a useful hike in performance over the standard bike. One dynoed with 140bhp at the back wheel. But, the most remarkable thing is the price. At £300 more than

the standard bike it is fantastic value."

Test riders complained the stock F4 felt underpowered, but the SPR was the first MV with performance to match its looks.

Power was up 8bhp from the original 135bhp thanks to new pistons, raised compression, re-profiled valves and stronger valve springs. The clutch was also reinforced and the rev-limit raised to 13,900rpm. All of these tweaks are present on the SR. Top speed should be around the 177mph mark claimed by MV for the F4SPR.

Cosmetic tweaks which separate the bike from the F4S include gold anodised exhaust end caps and clocks sporting MV racing legend Giacomo Agostini's signature.

Ten UK-bound machines have already been sold.

● **THANKS** to Red Dog Motorcycles in Edenbridge, Kent for the loan of this F4 SR. Contact: 01732-863636



JUST 20 F4 SRs are coming to the UK and ten are spoken for



COSMETIC tweaks distinguish F4SR from the F4S

MV F4 – EIGHT YEARS IN THE LIFE OF A TROUBLED SUPERBIKE...



FIRST glimpsed back in 1996

1996 Spy shots reveal first running F4 prototypes during testing in Italy. Bikes have Ducati 916 bodywork as Cagiva then owned Ducati as well as MV. The first engine was developed by Ferrari – which is what the 'F' in F4 stands for.

1997 Cagiva releases first pictures of the F4 and the bike is officially launched at the Milan show, now

bearing the MV Agusta name. MV says production will begin in 1998.

1999 It takes almost two years before anyone rides one when the £20,000 Serie Oro is launched at Monza. Cheaper £11,900 F4S is launched at end of the year.

2000 Two-seat F4S 1+1 launched. SPR and Senna first shown. The SPR

has a power hike to 143bhp, single seat unit and matt black paintwork. Senna has same spec and is limited to 300 bikes.

2001-2002 Cash flow problems see bikes only trickle from factory, despite big demand. Rows of near-complete bikes sit in the factory, many only missing one or two vital parts. Parent Cagiva is on its knees.

edition



1 ▲ **MASSIVE** performance gain comes at the expense of just a £300 price hike



2 ▲ **GOLD** exhaust end caps instead of bronze help you spot the difference



3 ▲ **SPECIAL** plaque on front part of the top yoke marks SR as something special



4 ▲ **GIACOMO** Agostini signature on white-faced clock evokes heritage

HOW TO SPOT THE F4 SR

CLOCKS

The SR has a white faced clock with Agostini's signature on it – the standard bike has a yellow facing to the clocks. Also look for the special SR plaque on the front face of the top yoke.

EXHAUST

The SR uses the bigger-bore, freer-flowing stainless steel exhaust system from the SPR. This is distinguishable from standard by having gold end caps instead of bronze.

2003 Financial problems largely sorted and production resumes. F4 Agostini is similar spec to SPR, with higher-spec running gear, signed by the MV legend. Costs £21,500 but MV canned it until the launch of the 1000. We finally ride definitive production SPR and love it.

2004 MV F4 SR produced. 750cc production halted. MV puts all its production efforts into the F4 1000.



MATT black SPR has single seat and 143bhp