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the state could intervene, a foreign investor purchased the bikes, prototypes, bodies, and engines from the company's legendary racing division.

Fortunately, MV Agusta was revived by Claudio Castiglioni of Cagiva Motor, which purchased the trademark in 1992. Driven by their passion for elite Italian motorcycle brands, the Castiglioni family had already created Cagiva from the ashes of Aermacchi AMF, and had rescued Ducati from financial oblivion. In addition, they had transplanted the production of Husqvarna from Sweden to Schiranna, Italy, so that the Cagiva group offered, and still offers, the widest range of motorcycle models in Europe.

In resurrecting MV Agusta, Cagiva Motor engineers insisted that, in keeping with the marque's heritage, the design should proceed from a three- or four-cylinder in-line engine. Since this configuration was alien to European motorcycles of the time, Castiglioni was faced with the choice of either buying a Japanese engine or creating a totally new one. A visionary, he chose the latter option, and through a collaboration with Ferrari, Cagiva Motor developed the F4 engine.

With a radial valve arrangement and a removable transmission, the F4 engine entered into industrial production. Simultaneously, the design and aesthetics of the marque were entrusted to Massimo Tamburini, Director of the Cagiva Research Center (CRC), an expert in creating frames that exquisitely complemented various engine types. The resulting MV Agusta F4 prototype debuted on September 16, 1997, and immediately entranced motorcycle lovers with its red and silver lines, and its unmistakable exhaust.

A limited production run of 300 F4 Gold Series (Serie d'Oro) motorcycles followed, with carbon bodies, magnesium parts and an engine with crankcases cast in sand, features that anticipated the more affordable S model. In April 1999, the F4 Gold Series debuted at the Monza race-track, attracting the attention of over a hundred trade publications. The bike was impressive for its speed of over 280 km/h and its extraordinary cycling componentry, which instantly set a new industry standard.

Despite its price of over \$38,995, the F4 Gold Series motorcycle was eagerly bought by the wealthiest and most dedicated motorcycle lovers all over the world. These included King Juan Carlos of Spain, F1 driver Eddie Irvine, and several luminaries in the worlds of finance, fashion, and entertainment.

From production facilities in Schiranna and Cassinetta di Biandronno, additional models of the revived MV Agusta marque soon emerged--the F4S, the SPR, the Brutale, and the Senna.



THE MOTORCYCLE HALL OF FAME MUSEUM

In 2006, MV Agusta revealed its first "naked" superbike, the 2007 Brutale 910R, and the 2007 F4-1000R.

The rich history and brilliant future of the MV Agusta marque are eloquently summarized by MV Agusta Motor S.p.A. president and visionary Claudio Castiglioni: "Motorcycles make us dream." ■

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