



Aprilia Announces All New Mille V-Twins

NEW MACHINES WILL replace Aprilia's well proven RSV Mille models this year, which are claimed to be the top selling V-twin sport-bikes in the world—including the opposition from Japan. As such, the factory states they are "improving the best," and indeed, as revealed here, by substantial margins.

The model that is to be the volume seller is the RSV1000 R, which, although obviously a development of the Mille, is an all-new design. Changes include: A new Magnesium V60 engine, new close ratio gearbox, new injection system, new engine control unit, new exhaust system, new frame and swing-arm, plus much more.

The Magnesium in the name refers to new mag cylinder head and clutch covers, which will obviously save weight. The 60°, 997.62cc motor use the same 97mm x 67.5mm bore and stroke as before, but features a higher, 11.8:1 compression ratio with larger valves (four per cylinder), redesigned cylinder heads that now use a single sparkplug per, and is fed by an all new electronic fuel injection systems controlling larger 57mm throttle bodies with one injector per cylinder. The result of this new design is an claimed output of 138.72 hp @ 9500 rpm and a torque of 78.92 lbs./ft. at 8750 rpm, both measured at the crank, adding up to a potential maximum speed in standard trim of 170+ mph. The close ratio six-speed gearbox with straight cut gears contributes to exceptionally sharp

performance. And the clutch is a wet multi-plate with the familiar PPC-assisted back-torque limiting control system preventing wheel bounce during rapid deceleration. The new exhaust system now has twin mufflers and incorporates the latest 3-way catalytic converter and Lambda sensor, ensuring that they don't come much cleaner than this one.

The new bike is smaller, lower and slimmer than before, thanks to the new twin spar frame, in cast aluminum-silicon and die-cast Peraluman with new geometry. Lighter than the old Mille unit, weighing in at only 21.3 lbs, the weight distribution is improved by shifting the engine 4mm laterally for perfect side-to-side balance. The swingarm is a double-banana type, and lighter at just 10.7 lbs. Showa 43mm inverted forks are employed together with a Sachs monoshock at the rear.

New, multi-spoke alloy wheels are fitted with tubeless radial tires, 120/70 ZR17 and 190/50 ZR17, respectively, incorporating the best brakes from Brembo, with twin 320 discs up front with "Triple Bridge" Gold Series four-piston, four-pad calipers and a 220mm disc at the rear.

The bodywork is new, too. The fairing is comprised of fewer components than previously with four headlights, two on each side of the new centrally mounted ram-air scoop



in the nose for greater efficiency. Developed in the wind tunnel, it allows a 3% power improvement at peak revs.

In addition, the bike is fitted with an immobilizer for security, a very high-tech instrument panel, LED rear light, front indicators in the mirrors, rear indicators flush with the tail, quick change single-to-dual seat, etc. Dry weight is claimed to be just 417 lbs., and tank capacity 4.8 gallons. Surely, it will be one of the stars of the forthcoming Milan Show.

The other model revealed is the RSV1000R Factory, an even sportier version with Ohlins suspension, radial brakes and blue anodized forged billet wheels. It's a pure single-seater obviously targeted at riders with track days on their minds. More powerful than the V-twin opposition from Ducati, it seems that Aprilia has really stolen a march with these two rockets.

Options? How about an Akrapovic titanium exhaust and a reversed shifter!

— Doug Jackson



Husaberg's Top 2004 Supermotard

HUSABERG HAVE RELEASED details of their new FS650E Supermotard (there's also a 450cc model), which follows closely the design of their latest 650cc enduro and moto-crosser.

The 644.03cc (100mm x 82mm) 4-valve, OHC single has a new head that produces a stout 11:1 compression ratio and is fitted with new rockers and bearings. Kokusan digital ignition fires it and a Keihin carb feeds it. The factory boasts about the performance, but are keep the actual power figures under wraps for its unveiling at the Milan Show. The gearbox is a six-speed, and there is also a new clutch. It is much lighter than before and magnesium engine cover help, while the twin exhausts join into a single pipe with aluminum muffler.

The frame remains a tubular configuration in chrome-moly steel



with top-quality WP front and rear suspension providing travel of 260 and 287mm travel respectively. A 220mm Brembo disc slows the rear wheel, but at the front, Husaberg have gone to top German brake specialist Beringer for a 310mm front disc and 6-piston caliper—this supermoto stops!

Both wheels are 17-inchers, carrying 120/60 and 150/60 tires. The tank capacity is just 2.4 gals., with a total weight of 247 lbs. It looks like great fun.

Now part of the KTM empire, Husaberg has been marketed by the Austrian KTM factory over the past year, but as of July this year, all Husabergs will actually be produced within the KTM, Mattighofen facility, leaving only some development work to be in Sweden.

— Doug Jackson

2004 Victorys Unveiled

NOT CONTENT TO rest on the laurels received by their new Vegas, the big news from the motorcycle division of Polaris Industries is the arrival of the Kingpin. Keeping the Vegas as a lithe custom cruiser with a 21" front wheel, the Kingpin is aimed at riders who want more beef in their cruiser stew. Fatter fenders, an inverted cartridge-style front fork and 18" front and rear rims combine to give the Kingpin a whole new look.

The premium front end should prove to be both more confidence-inspiring when pushed hard in corners, and the wider front tire will certainly help shorten braking distances. Floorboards and a heel-toe shifter are among the 200 components that separate the Kingpin from the Vegas. Also, a "Deluxe" touring version of the Kingpin will be offered with a windshield, attached luggage and an upgraded seat with passenger backrest.

Prices for the new models how to have one specially built for you through Victory's Custom Order Program (more than 1500 combinations are possible) had not been determined as of press time.

A very limited production run of Arlen Ness Signature Series Vegas models will added to the Vegas stable as well. These will include many items from the Ness

Victory Kingpin



catalogue, along with custom paint and wheels. The famed designer/builder's signature appears on the sidecover of each bike.

The base model Vegas returns with changes limited to new mirrors and billet wheel styling, including a .5"-wider rear rim allowing for a fatter 180mm tire.

Finally, the Victory Touring Cruiser gets a new seat, bars and suspension designed to make it ride and handle better than before. Accordings to Victory representatives, there are more new models on the horizon as well, but we'll probably have to wait another year before we see those.

—Steve Natt

Arlen Ness Signature Vegas



CCM'S Special Supermotard

CCM IS NOW using Suzuki power throughout its range, after years with Rotax, and is currently enjoying a new lease on life, with buoyant sales around the world.

Now, for a very limited period, a rather special Supermoto, the R30S, is offered, which comes with carbon effect headlight unit, tank, fenders...in fact, on all the bodywork, and together with gold-colored wire wheels, makes for a striking package, but it need not end there. CCM, at an extra charge of some \$400, will install their 710cc hop-up kit, and that really gives the "S" some grunt! The R30S is sure to be a fast sell-out in more ways than one.

— Doug Jackson



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