

SUPER NAKEDS

NAKED SPORTSBIKES
ARE BOOMING - IN
LOTS OF WAYS. NICHE
NO MORE, HARDCORE
MEETS THE MASSES

As the Japanese struggle for sales and the European revolution persists, the naked sector has played a crucial part in this swing. Kawasaki's new release, the Z1000, is the Japs' best attempt at hardcore, but it still lacks sporting aptitude against the established. The Europeans know how to build bespoke fairing-less weapons, rather than compromised mammoths that wobble and hit the panic button at lean angles as soon as they see an apex.

Whatever, Trevor. This class is shit-kicking, and puts up a good argument as to why you'd want a 'Blade - except to save the neck from wind blast. It's all about phat stunts, peg scraping and badass street kudos.

2009 gave us, arguably, our favourite Ducati on the market. The Streetfighter rocked up and instantly gave the KTM's utterly bonkers Super Duke R - the class pioneer - something to hassle its long standing domination. The SF also brought along a touch of class and sensibility to the mix, a group previously saturated with aggressive

WORDS BY: ALASTAIR 'A-FORCE' FAGAN PICS BY: FLOW IMAGES

and raucous engineering. Neither bring anything new into 2010, other than a magnitude of naked fun.

Fresh for this year is the MV Agusta Brutale 1090RR, and a lesson in striping a sportsbike for the Japs. Although it looks like a rehash of the previous model, the Brutale has a great deal of refinement for 2010, including Magneti Marelli traction control and a capacity hike.

The RR is literally in a class of its own, dunking into this test through its sporting

ability, aggression and price. Putting it against the rest of the four-pot nakededs would be like sticking Rossi in a club race, even with his mashed leg.

Regardless of bankruptcy rumours and general media negativity, Moto Morini looks likely to continue manufacturing after the Italian Prime Minister's bruvva coughed up the necessary Euros. The Corsaro Veloce is Morini's full-bore naked hustler, and a long-time favourite at FB. But is its time up? ►

AND YOUR TESTERS ARE



Alastair 'A-Force' Fagan
Just returned from a season of stag-dos, so completely happy with anything naked. Off-putting in the office, mind.



Benjamin 'BJ' Kubas-Cronin
Happy to give a naked model a proper good spanking - so long as she agrees. Rather likes these bikes, too.



THE FRONT WHEEL IS ABOUT AS USEFUL AS A NUN'S NIPPLE PIERCING

Moto Morini Corsaro Veloce

Can you imagine David Cameron's brother bailing-out Triumph if they ever went bust? No, but that's exactly what's happened in Italy to the Moto Morini marque, with backing from the Government for good measure. We won't delve too deep or ask any questions as to where the money originated, so we'll just thank the Lord that Morini will continue to create whoop-ass motorcycles.

Thrashing a Corsaro Veloce should be near the top of your list of things to do before you croak. Just be prepared to lose your licence. It's one of very few bikes to constantly drip smiles into your veins. You have no say in the matter, anyhow, so novices should stay away.

Any bike that leaves the showroom with a pair of booming 'Termini' cans is gonna do biz (Morini say they pass Euro3 laws, we say the mafia may be involved) and thankfully the performance backs-up the blare, also exaggerated by the evil induction bark that could shatter bone marrow. If the noise isn't enough to terrorize the neighbourhood, your riding soon will be. The front wheel is about as useful as a nun's nipple piercing, particularly in the first few gears as all the go-go lays in a tormented shove of torque that builds from the bottom.

Once you've managed to get it stopped, the Corsaro Veloce can be persuaded to turn



BENJAMIN'S OPINION



The Morini sits at opposing ends of different spectrums. It's too old to command any respect in a finishing order, hence it being last. It's dying for a proper update, but the engine doesn't need it. It's the chassis that needs some attention. On the flip-side, it's the hardest bastard here and on the road a complete animal. The raging torque that makes it so much fun on the road ruins it on track, but you don't buy one of these for trackdays. You buy one of these if you're nails-hard!

BJ's verdict 6/10



MOTO MORINI CORSARO VELOCE £11,749



ENGINE

The technological core of the Veloce is the 1,187cc Bialbero Corsacorta 87° V-twin layout engine. Power is boosted further by lightweight, twin Termignoni silencers. Euro3 emission laws are still met, even with the racy exhaust that sounds like a race bike. Magnetti Marelli fuel injection gets the juices flowing, and they are boosted by 54mm throttle bodies. A hydraulic anti-skipping system acts like a slipper clutch.

CHASSIS

The frame is high-strength tubular steel by Verlicchi, with stiffness to cope with vibrations and big power. The Veloce gets uprated suspension over the standard Corsaro. The front-end has 50mm Marzocchi Magnum forks, while the rear is sorted by an Ohlins unit, complete with external preload adjuster. Brembo Gold Series brakes ensure excellent stopping power and standard fitment tyres are the ageing Pirelli Diablos.

Highlights

- ▷ Utterly bankers
- ▷ Termini cans
- ▷ Marzocchi fork
- ▷ Government-backed
- ▷ 196kg
- ▷ 131bhp

TRACK 6

Tyres and weight get in the way

FAST ROAD 6

Urban terrorist

HOOLIGAN 10

Nobody will be left wanting

NEW RIDER 1

Are you kidding?

DESIRABILITY 7

Still sexual, but aging

This means uncontrollable power wheelies as you pull away in every situation, honestly officer.

The grunt soon evaporates as you head higher up the rev-range and the others clear off, but that soundtrack is addictive, as is the harsh-cut limiter that could be used for torture. For a bike that's getting on a bit, it guzzles the juices superbly, even if the snappy quick-action throttle can take some acclimatising.

Hidden among the hedonistic charge is a sense of civility that can be unlocked with gentle encouragement. This function only works in a small parameter, though. If you can manage to keep on the right side of the law, the Corsaro makes a great road buddy. Its quick steering and agility at sensible lean angles make sure you don't have to work too hard on a thrash. You can also rely on the bulging mass of grunt to rescue you from low rev exits.

Bump management isn't high on the Veloce's agenda. The harsh damping makes for a tricky ride on UK roads and their onslaught of obstacles. It can get a little twitchy as the apparent short wheelbase complains at the limit.

The track, and on-the-limit thrashing, is where the Morini loses out. The super-rigid chassis feels capable enough, just let down by ageing suspension and poor damping, not to mention shit OE rubber – ancient Diablo Corsas feel like plastic now. This is where you have to get the gun-show in action and muscle the hooligan around.

There's not a lot of travel on the front, relying on stiff springs and harsh damping to control its unimpressive scale performance. Roots returned after his ride and calmly claimed he'd locked the front at 100mph under heavy braking. What actually happened was the front had bottomed out and let the tyre take the brunt.

Priced optimistically, there are a few second-hand options available. Importers Three Cross have a 2008 with super-low mileage for just under nine grand. Now that's big bang for ya buck and very tempting indeed.

Verdict 7/10

The bike that would go to the World Cup as a catalyst for rioting. Ya get me?

- ✦ BONKERS MOTOR, NOISE, STUNTING
- ✦ OE TYRES, AGEING A LITTLE, NO NOVICES

DON'T BE FOOLED BY
Touching the throttle when you start the bike from cold. Relax. Don't do it. When you wanna, suck a Chewit.

MV Agusta Brutale 1090RR

Triumph named their flagship 675 after some place in America. MV have tagged their naked daddy slightly more relevantly. Brutale is exactly what this bike is; frickin' brutal. We rode the 2010 model at the UK launch at Rockingham, but the deluge meant testing was limited to staying upright.

What we figured out was that the new Brutale is a more civilised beast. We use 'civilised' in a loose sense – it's still a sexy, rampant thug for a four-pot. The previous incarnation trapped you into its riding position which got frustrating on track. The new ergonomics allow more room to manoeuvre, but it's still a squeeze. The gripless pegs also remain, along with the shift lever that needs a size five foot to operate it, as does the intrusion of the 'worst on your boot.

The most fundamental improvements to the MV's refinement come with the engine. Extra cubes and some ECU changes make for a more usable ally. There's more midrange that allows the Brutale to stay with the twins, and a fairly linear delivery that winds up into a howling frenzy. The downside is a decrease on peak power, but the trade-off is welcome.

It shares a similar size with the



The Brutale and an apex in the same shot. It's not often this happens

BENJAMIN'S OPINION



The new Brutale is a far nicer bike than before, despite it looking identical. I rode this machine 200 miles down from MotoGB, and it was a more pleasant than I anticipated. It's fast. It makes 125bhp feel like much more, and is so torquey I was able to lift the front wheel on the power alone. In fourth! The main reason it goes ahead of the KTM in my order, is that I could live with it on a daily basis. If it was for one-off farting about, I'd put the KTM ahead. It's your money...

BJ's verdict **8/10**



MV AGUSTA BRUTALE 1090RR **£13,699**



ENGINE

No major changes for the 1078cc lump, but revisions to allow more midrange and driveability. The completely redesigned crankcase is 1.32 lbs lighter than before and means no crank sensor. There's also a new gearbox mechanism for better shifts, and a new water pump to sort the overheating. New Mikuni throttle bodies are operated by Marelli 5SM ECU and electronics include 8-way traction control.

CHASSIS

The chromium molybdenum steel frame is taller, lighter and more rigid, and the swingarm has been extended and lightened by 2.2 lbs which lengthens the wheelbase by 28mm. Trail has been increased 2mm and the angle of the steering tube has been increased from 24.5 to 25°. New wheels also reduce weight. The massive 50mm forks have had their internals redesigned by CRC (Cagiva) and travel is reduced by 5mm.

Highlights

- ▷ Refined for 2010
- ▷ Magneti Marelli TC
- ▷ Simply gorgeous
- ▷ Small boots only
- ▷ 190kg
- ▷ 127bhp

TRACK

6 Needs set-up to sort understeering

FAST ROAD

7 A bit twitchy, but fast

HOOLIGAN

9 The revisions haven't blunted it

NEW RIDER

2 TC might save nobbers

DESIRABILITY

9 Looking gorgeous

others, but she boasts extra pots that produce big-bore performance. It shreds anything here, unsurprisingly, tagged closely by the Ducati.

How many blokes does it take to alter the traction control on a Brutale? About six, taking ten minutes in the process. The Ducati toggles with the ease of a few button touches; you have to stop and hold down the switches on the dash with random time constraints with the MV. It's a pain in the cock, but worth it in the end.

We weren't convinced by the Marelli TC at the launch, mainly because it didn't work in the rain, spinning uncontrollably. It works better in the dry, but it's obvious the system is more of a traction aid rather than a highside-saver. You won't feel it working – there's no pops or bangs, just an elastic hesitancy to the throttle while you grip 'n' rip.

One of our biggest gripes with the old bike was the throttle, and its rabid on/off action. The secondary throttle bodies and other revisions for 2010 makes life a load more tolerable and smoothen the ride enormously.

DON'T BE FOOLED BY

The 1090 tag. The capacity remains at 1078cc. At least it's made by MV Agusta, so it's not lying completely

The chassis and its handling is the MV's hamstring and the core of our aggravation. How can something so beautiful underperform? Slow in, fast out is the secret to riding the Brutale hard. The improved ergonomics can't hide its passion for

understeering, running wide as you attempt to feed in big lean. It's not malignant and the chassis feels capable, so the final set-up is guilty. Road riding at a less committed pace doesn't show this, like the Morini, and only when you try and push the front. Very much like a Ducati, the initial stroke is too saggy, especially at the rear. This sacrifices feedback when you're on the gas.

The brakes are suspect too, leaving the impression that the MV's massive potential remains unfulfilled.

Verdict

7/10

Big money, big balls four-pot that's improved for 2010 with awesome TC, but still lacks pace

- ✚ MOTOR, TRACTION CONTROL, LOOKS
- ✚ BIG LEAN HANDLING, PRICE, ERGONOMICS



“THE NEW BRUTALE IS MORE CIVILISED. WE USE 'CIVILISED' IN A LOOSE SENSE”

KTM 990 Super Duke R

You'd be surprised at the amount of readers who have traded in their Gixer for a Super Duke R and thanked us profusely for the advice after it rejuvenated their sex life, too. Tired of stretching to the bars but still want the thrills? Fancy a bit of an animal? The Duke R does everything a core sportsbike does and offers a radical bi-polar attitude. The pioneer of the proper naked brigade relentlessly charges and we never get tired of it. In a similar way to the Morini, the SD R insists on being fully cranked or it spits the dummy.

KTM's testers obviously don't do slow speeds. Trying to ride the Duke R anything below 50mph, or at constant speeds, is as infuriating as finding a donger under a dress. But, like many focused assassins, the R doesn't con you into anything else. KTM clearly had flat-out in the design brief. It makes the standard SD redundant.

Coming from their MX background, it's no wonder the throttle only works in two positions – on and off. And needless to say, being a KTM, the throttle action isn't too hot from closed to open. Holding a constant throttle gets tricky sometimes because of the fuelling. This particular bike wasn't too bad,



All the Duke R needs is a set of fairings and it'll take the fight to anything

BENJAMIN'S OPINION



This thing handles like a dream. I always find it a bit tall and tippy at first, but those Supercorsas soon allow me to forget that and revel in the way this thing corners. I still don't find it as stable as the Ducati, and occasionally it's a bit flighty for my liking. The throttle was better on this one, but not by much. Getting back on the gas from closed was still a lurch-fest – c'mon KTM, you get everything else so right, it's time to stop dicking around and fix what's about the only problem across your range. My other gripe is that the engine feels slow to me, as it will with less than a litre to play with – bring on the RC8 motor.

BJ's verdict **8/10**



THE KTM INSISTS ON BEING FULLY CRANKED OR IT SPITS THE DUMMY

KTM 990 SUPER DUKE R **£11,445**



ENGINE

The revised cylinder head has larger, reprofiled intake ports with bigger titanium valves. The piston pin gains a DLC coating. The pin and con-rod were lightened, with the crank and balancer shaft rebalanced to suit. These weight savings allow the rev limit to go up by 900rpm to 10,500rpm. Larger 52mm throttle bodies gulp more air in, and Akrapovic headers spew it out faster. 12bhp more at 400rpm higher, and 2Nm extra at 1,000rpm more.

CHASSIS

The key differences between this and the base model are more subtle than the bolt-on mods of rivals. The shock is 15mm longer, tipping the whole bike forwards. This places more weight over the front, and pulls the head angle in to a very tight 22.7°. An adjustable WP steering damper is added to maintain stability. The suspension units are the same, but with different internals for sportier performance. The R only has a single seat.

Highlights

- ▷ Track hero
- ▷ Race geometry
- ▷ WP Suzzies
- ▷ Akra' system
- ▷ 186kg
- ▷ 120bhp

TRACK

Only the pegs are holding you back

FAST ROAD

A-road assassin and very capable

HOOLIGAN

Super aggressive doesn't do fast

NEW RIDER

Tall seat and roughness will deter

DESIRABILITY

A tad rough, but I would

but was still shite through town.

The wafer-thin seat is straight from the race department/Travis Perkins and is enough to induce an overdue pregnancy, but the rest of the cockpit is the default we'd choose. Saying that, long distances still aren't recommended.

If trackdays were the only surroundings we could ride in, the KTM would win the test without the need for top gear. It's the boss on track, where its agricultural approach is hidden by a mass of raw pace and ability. Relying on unmatched poise to rival the cornering talent of a core sportsbike, the high and wide bars help leverage and flickability; chicanes have never been so much fun. Its lap times in standard guise prove it.

Radical geometry (like it's been rammed headfirst into a wall) means razor sharp and rapid steering, falling on its side with confidence and commitment. The way it dissects corners is unique. Yet it doesn't intimidate and sacrifice road stability.

The springs and set-up are a little on the stiff side and lose out to the Ducati on bump control and stability

for the road, but it counteracts with sublime weight transfer holding. The WP fork manages to stay firm enough for its poise, but they doesn't compromise too much for the road.

If you haven't ridden one, you're probably looking at figures and graphs, and expecting the engine to get a pasting. But fuck the dyno and pub smack-talk. 120bhp never felt so good. The buzzy delivery feels

light for a thumping two-pot and requires revs to extract the best, and gets better as you get to the top. It's like an angry little terrier. Ride it like a 600. In the real world, it takes big balls and an experienced pilot on the others to lose the

KTM, as it carries its pace so easily. Riding at anything less than 100 per cent is sacrilege and the KTM's delivery is solely where it loses out. But the Sooper-Duke offers you something the Ducati never will – pure thrills when you're on the limit.

Verdict

9/10

Still the choice for upright trackday action but not as cuddly on the road as the Ducati.

- + HANDLING, TRACK SKILLS, FRONT-END, PRICE, AGGRESSION
- THROTTLE/FUELLING, PEAK POWER

DON'T BE FOOLED BY

Confusing the temperature gauge for a fuel gauge, eh Moby? Don't look at the rev counter for speed!

Ducati Streetfighter

Claiming that the SF is our favourite Ducati currently available certainly raised a few eyebrows. Not an 1198? Oh, the outrage. The difference between the two is that the Streetfighter does exactly what it's supposed to do, and is not an overpriced rich man's toy that can't keep pace with its rivals. No, this is a genius piece of engineering and is as nice as a naked bruiser is going to get, offering a refined and complete-package feel to a scene scattered with hooligans.

The riding position takes some getting used to, akin to sitting on the toilet lurching forward with a snooker cue, and right-hand corner heroics are limited until you adjust to the stacked exhausts that will never accommodate your boot. Ground clearance is also a hindrance, but that's about as difficult as the Streetfighter gets.

Where others wilt in certain environments and plague certain riders, the Ducati laps-up anything, possessing an awesome blend of road and track skills. The chassis and motor team-up perfectly to offer immense handling. An apparent front-bias, embellished by the riding position, means you can bet your Doris on the front-end, steering quickly but neutrally too. An adjustable damper would be handy



It may look nuts, but the Streetfighter takes a bit of cajoling to do this

BENJAMIN'S OPINION



My favourite Ducati was always going to win this test, because it's just incredible. Those straight bars mean I can hold on far better than on an 1198, and thus use the chassis to its full potential. However, this is ruined by ground clearance issues that sees the KTM nipping past on track. But it's a better proposition on the road, way faster, better looking and far more stable. The only thing I don't enjoy doing on it is wheelies, weirdly. This version doesn't have DTC, but it doesn't really need it. I'm not sure how much quicker I would have lapped on an 'S', although will admit that I do adore Ducati's DTC system.

BJ's verdict **9/10**



DUCATI STREETFIGHTER **£11,750**



ENGINE

The narrow-valve Testastretta engine with the 1098's capacity is a hybrid of 10 and 1198. The big bore, short stroke unit allegedly gives the best performance in class. Finishing on cases has been changed and tidied. The crankcases are now made using a vacuum die-cast procedure, saving 3kg over the 1198's similar units. The throttle bodies the SF drinks from are elliptical and come straight from MotoGP. Side-mounted exhausts are 2-1-2.

CHASSIS

The Trellis chassis is unique to the SF with a rake of 25.6° compared to the 1098's 24.5°. The seat unit and tank are also shorter and not hand-me-downs. The 35mm longer alloy single-sided swingarm aids stability but kills fun. New gull-wing shaped triple clamps grip the Öhlins forks, increasing rigidity, and aiding direction changes. The dash is all new, as are the tapered alloy bars. The compact switchgear is also fresh, and quite different to normal.

Highlights

- ▷ Road and Track mix
- ▷ Ferrari of motorcycling
- ▷ Brembos
- ▷ S option
- ▷ 167kg
- ▷ 140bhp

TRACK

Shit ground clearance

FAST ROAD

You're the limit

HOOLIGAN

Lacks the edge of the others

NEW RIDER

Fluffy bunny in this company

DESIRABILITY

Red sex. Who wouldn't?

under really hard acceleration, though.

We had the standard version on test that dons Showa suspension and, unless you're peg scraping on track, the chassis and balance hides any discrepancies with the cheaper kit compared to the Öhlins blingery on the S model. Either way, its road etiquette is exemplary and has the stability to conquer anything on the road. It feels the most planted, with loads of mechanical grip at both ends.

On track, the Ducati only loses out to the Super Duke R in the tighter stuff, where the KTM's agility, big-lean skills, and apex-focus shines through – and the 'Fighters pegs and belly pan dig in. Stickier rubber and some rearsets will tell another tale.

However big your wallet is, and whichever model you choose, the engines remain identical. Combining the select best from the 10/1198's motors, the SF's power source is sublime. It's how a thumping twin should behave, pulling hard from low without lumpiness and then stretching to a busy top-end. It'll tag the MV's four pots all the way.

Its controllability and wide usability makes things easy on the road. You can afford to be lazy with gear selection (the SF boasts the best 'box by far), whereas with the others, stretching the cable is the only option. The fuelling and other ancillaries ensure an easy ride, and the throttle connectivity means that, if you don't opt for the S complete with traction control, you won't really miss it. Right-hand to rear wheel feel is Ducati's finest. The DTC feels more at ease

with the 'Fighter than on any other Ducati, perhaps because it's a little agricultural compared to some systems. The lower numbers will barely alarm you into its function, yet 7-8 will see the lights flashing and be as intrusive as your mother-in-law.

Verdict

9/10

A very special bike that's brought a new dimension to the nutters class

- + MOTOR, USABILITY, LOOKS, HANDLING, VERSATILITY
- GROUND CLEARANCE, PRICE, EXHAUST POSITION

THIS IS A GENIUS PIECE OF ENGINEERING, AS NICE AS A NAKED GETS



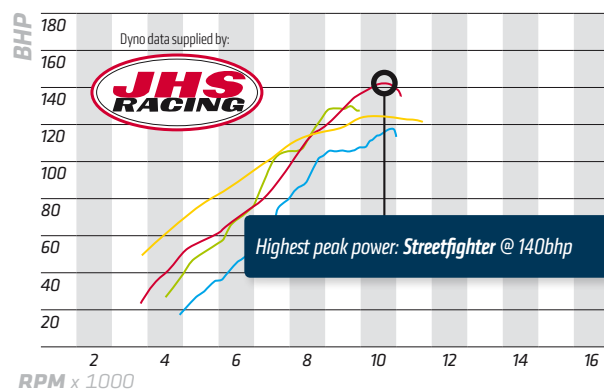
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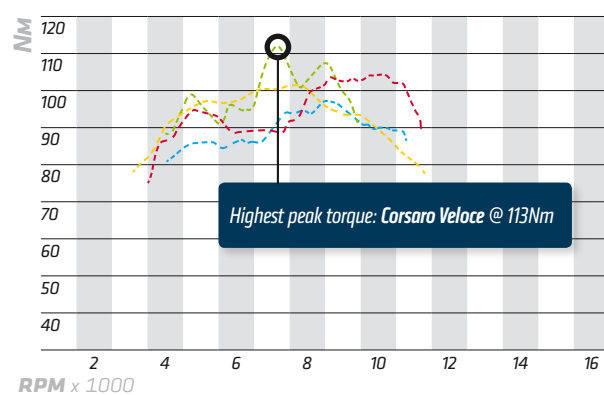
	🔴 Ducati Streetfighter	🔵 KTM 990 Super Duke R	🟡 MV Agusta Brutale 1090RR	🟢 Moto Morini Corsaro Veloce
ENGINE				
Type	1,099cc, liquid-cooled, four-valve V-twin	999cc, liquid-cooled, 8v, 75° V-twin	1078cc, liquid-cooled, 16v, inline four	1,187cc, liquid cooled, 87° V-twin
Bore x Stroke	104 x 64.7mm	101 x 62.4mm	79mm x 55mm	107mm x 66mm
Compression	12.5:1	11.5:1	13.1:1	11.8:1
Fuelling	Electronic fuel injection	Electronic fuel injection	Magneti Marelli FI	Magnetti Marelli fuel injection
Tested Power	140bhp @ 10,000rpm	120bhp @ 10,000rpm	125bhp @ 9,750rpm	131bhp @ 9,000rpm
Tested Torque	104Nm @ 9,500rpm	95Nm @ 8,000rpm	101Nm @ 7,750rpm	113Nm @ 6,700rpm
CHASSIS				
Frame	Steel trellis	Steel trellis	CRMo steel tubular trellis	Tubular steel trellis
F Suspension	43mm Showa fork, fully adjustable	WP 48mm inverted fork, fully adjustable	50mm usd fork, fully adj	50mm Marzocchi fork, fully adjustable
R Suspension	Showa monoshock, fully adjustable	WP monoshock, fully adjustable, twin-speed	monoshock, fully adj	Sachs monoshock, fully adjustable
Front Brakes	Four-piston, monobloc radial, 330mm discs	Four-piston calipers, 320mm discs	four-piston monobloc calipers, 320mm discs	Four-piston radial calipers, 320mm discs
Rear Brakes	Two-piston caliper, 245mm disc	One-piston caliper, 240mm disc	four piston caliper, 210mm disc	Two-piston caliper, 220mm disc
DIMENSIONS				
Wheelbase	1,475mm	1,450mm	1,438mm	1,440mm
Seat Height	840mm	865mm	830mm	830mm
Dry Weight	167kg	186kg (half wet)	190kg	196kg
Fuel Capacity	16.5L	18.5L	23L	18L
PRICE				
Price	£11,750 (otr)	£11,000 (otr)	£13,699 (otr)	£11,499 (otr)
From	Ducati UK 0845 222 996 Ducatiuk.com	KTM 01280 709500 KTM.co.uk	MotoGB 0844 412 8450 Motogb.co.uk	Three Cross Motorcycles 01202 810200 3xmotorcycles.net



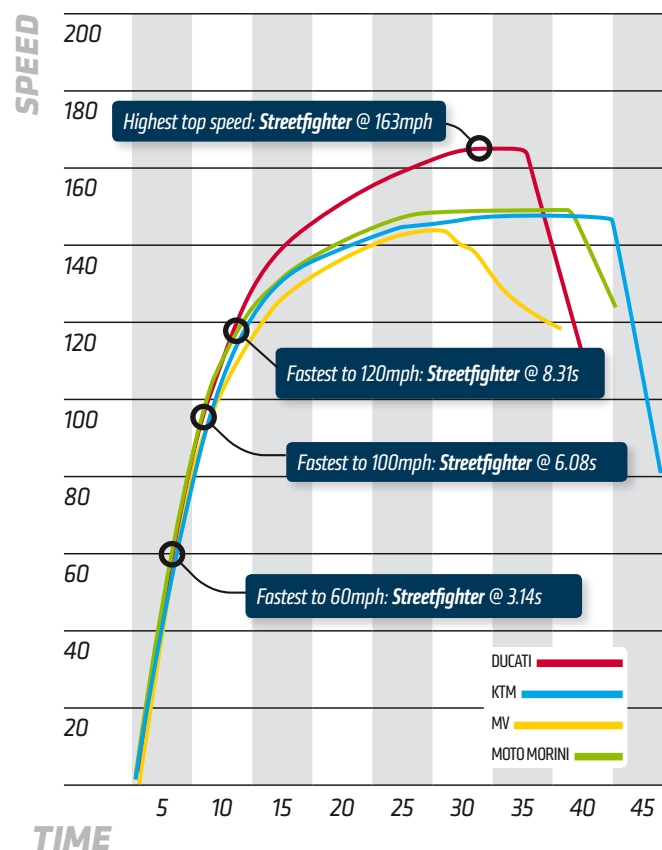
POWER



TORQUE



SPEED DATA



SPEED TEST NOTES



🟢 MOTO MORINI

A bike that wheelies on a gentle throttle from not many revs is a beast to get away without looping. It just wants to head north and with so much torque it's no surprise.

🟡 MV AGUSTA

Piss wet testing conditions and a grabby clutch make for some unimpressive looking times. Once the clutch is released it flies, battling against a slight headwind.

🔵 KTM

Not the most powerful machine on test, and it feels a bit breathless against its rivals. Good to launch and flick through the gears quickly – although controlling wheelies it the key here.

🔴 DUCATI

An absolute flyer, easy to launch and it gets into its stride early – the Usain Bolt of the group. Loads of grunt sees it top 160mph – impressive for a naked machine with nowt to hide behind.



THE VERDICT

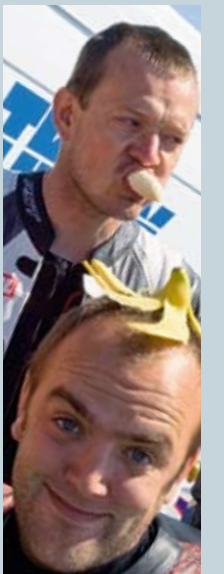
After enough stunts to shoot an entire box-set of James Bond films and our toes bleeding ruthlessly through our boots, the adrenaline finally subsided. Although these bikes put up a decent debate as to why you'd want a fully-faired cousin, we're talking big bucks for this fleet. Only the individual can decide whether or not it's worth spending up to £15,000 on a naked, sacrificing a BMW S 1000 RR in the process. And it's safe to say that, despite some nice components and the tail-end of the recession, none of these are worth the money. Are they?

Placing any of these skullduggers at the bottom of the pile seems cruel considering the amount of shits and giggles on offer. But the Morini feels old and dated this season, and its lack of development is hindering its finishing position, and ultimately your enjoyment. The fine chaps at Three Cross Motorcycles and the few remaining dealers are working hard to change negative opinion and increase the dealer network and aftersales loving.

Take the Corsaro if your gonads are big enough and you like a touch of police roulette. We'd love to see some development as the package and its potential is clear. Hopefully that'll change under new ownership. And can you imagine a proper fully-faired Moto Morini? Boom-ting.

The smothering of refinement and MV Agusta finishing the job means the Brutale impresses more, but not enough. Don't let the nice words fool you, though. It's still a raging slag that requires the best to get the best, not to mention patience. It's almost too Italian, upset by miniscule snippets that have a big affect – like the gear lever – and the MV hasn't got a niche ability in which to brag. Nice dash though.

The other two are so far ahead they're almost speaking another language, but for two very different reasons. The Ducati Streetfighter takes the win for the package deal on offer and the quality it oozes. The





► Super Duke R stops traffic, while the Streetfighter causes shunts as rubberneckers gaze at its aggressive form. It's the Waitrose in this test to the KTM's Aldi. But we can forgive you for neglecting the Streetfighter if you want a more involving ride and frequent the land's fine race circuits on a monthly basis or more.

A bike that can lap within a few seconds of a British supersport weapon is doing something right. In fact, the KTM does everything right on the track, and is probably the bike that looks best against its price tag. Nothing feels as comfortable buried deep in a turn as a Super Duke R, and that includes some supersport bikes.

Whichever model of 'Fighter you decide on, it'll be superior, although it'll need more money spent to get track ready. Yes, it's big bucks, but there's nowt like razzing past your mate on his 1198. and it's more bling than Tim Westwood in Elizabeth Duke. We've moaned at Ducati in the past for not keeping its eyes on the prize, but now they've done it, a true class winner. ☐



“A BIKE THAT CAN LAP WITHIN A FEW SECONDS OF A BSS BIKE IS DOING SOMETHING RIGHT”