

'MY NAKED'S BETTER THAN THE REST'

Tuono V4R designer Miguel Angel Galluzzi talks candidly to *Bike* about his naked creation, its competitors and why he's going to buy one

Words Martin Fitz-Gibbons Photography Chippy Wood



WHO IS MIGUEL ANGEL GALLUZZI?

One of the biggest bike designers around (both in reputation and, at 6ft 6in, stature too), Argentinian Galluzzi studied engineering in America before switching to design. After working for a car company in Germany, he moved to Honda Europe, and then the Cagiva group (which owned Ducati), where he stayed from 1990 to 2006. In that time he became best known for his work on the Ducati Monster and Cagiva Raptor. In 2006 he left to join the Piaggio group, starting work on the Aprilia Dorsoduro. His more recent designs include the RSV4 and now the new Tuono V4R.

'MY FAVOURITE PARTS'



ATTITUDE

'The first thing I like is the attitude. I mean when you look at the bike you're gonna always know that's it's a Tuono, like the old one. When you see the RSV4 coming, that's another V4. This is the Tuono.'



SEAT

'I also like the seat. If you compare it with the Cagiva Raptor, from 1999, at the time it had a very extreme passenger seat. We were 10 years ahead at the time and this is even more extreme than that. But it's more comfortable because it's flat and it's wide - the other one was thin and uncomfortable.'



FRAME

'We were able to improve the finish of the frame. It's a better finish than the RSV4. We were working on this for a long time. Aprilia frames, historically, are the best pieces of aluminium ever made.'

'WHAT I WOULD CHANGE'



MIRRORS

'With no time or budget restrictions I would change the mirrors, do some proper mirrors. What we have is kind of shitty, but that's because of cost also. But you know we have aftermarket pieces too, better stuff.'



EXHAUST

'Working with cost is the difficult part of the job. Maybe I would change the exhaust - we have the muffler carried over from the RSV4, but then you can buy the Akrapovic and fix this. If there is no budget restriction, then we can do something like that.'

'I'M GOING TO BUY ONE'

'This is Piaggio, you buy stuff, they don't give you one for free! The ergonomics of the bike are good for myself. I'm 6ft 6in and it's good, it's comfortable. Most of our test riders are like 5ft 7in, so the ergonomic aspect is good for many riders. It's like an all-round bike. You can live with it every day and not hurt your wrists, but if you want to go fast... wow. The engine is the best of two worlds. At low revs it feels like a twin, then when you go up, it's a four. This is a sportsbike, but riding in an upright position with that engine, it's really something.'