



Intercontinental adventurer

In the flagship Best 1000cc+ Adventure class, **Ducati's Multistrada V4 S** remains the ultimate choice



Sporting cred, touring luxury



No Alps today but it's still a blast

'Simply put, it's getting there with style...'

By Justin Hayzelden
MCN ROAD TESTER

'Gran Turismo' is a phrase best left in its native Italian, as it conjures images of high-speed, high-end, long-distance travel – it's a hard-edged exhaust note that

THE FACTS



Ducati Multistrada V4 S	
Price	£21,695
Engine	1158cc liquid-cooled V4 DOHC 16v
Power	167bhp @ 10,750rpm (claimed)
Torque	92lb.ft @ 9000rpm (claimed)
Weight	267kg (kerb)
Seat height	840-860mm

carves up Alpine passes and booms through tunnels along Lake Garda, a sharply designed suit that rolls onto the Portofino Riviera like a movie star, it's the last word in luxury. Simply put, it's getting there with style.

And so, it's rather fitting that the title of 'Gran Turismo' has been bestowed upon the 167bhp V4 that powers the Ducati Multistrada V4 S.

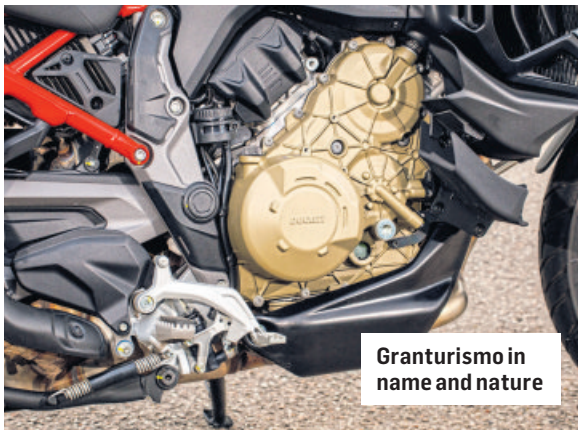
Today though, we're not dashing across Europe – no, we're firing up an Arctic White Multistrada to get amongst the rolling hills of Shropshire for a weekend adventure on our doorstep, and to find out what makes the Italian stallion tick.

A ride that glides

An initial stint of dual carriageway gives us a chance to settle in, take stock of instrumentation and get comfortable with the controls. The riding position is neutral, but commanding, with wide bars, a firm seat and centrally set footpegs forming an ideal ergonomic triangle. There's plenty of room to shift about, and no question that long days in the

saddle would be a breeze. A clear, concise TFT displays crucial info at a glance and navigating menus is intuitive. Accurate, adaptive radar cruise, along with smartphone connectivity, makes life easy.

Ducati's semi-active electronic suspension lets the V4 S float along with whatever suppleness you decide to dial in, and there are a host of tweakable rider aids to fine tune your ride, but as we glide up the slip road and head towards twistier tarmac, we switch from



Granturismo in name and nature

'Touring' to 'Sport' mode and leave the balance of those decisions for the Multistrada to make.

Two things become immediately apparent – a more direct throttle response from the twist grip and a firming up of the ride, making the V4 S feel instantly alive and hungry for bends. Winding on the gas delivers a rush of drive and a rising symphonic howl, the mighty mill dipping into its rich seam of torque to fire the Multistrada forward on a relentless wave of power. But

rather than overwhelm, it remains eminently tractable, responding with unerring accuracy to the physical input from the throttle.

Into the groove

There's nothing to be gained from sitting back and letting the accomplished chassis do all the work, for while it is astonishingly capable, the big Ducati is a bike that rewards rider involvement. It can take a bit of time to get dialled in though, to learn how it behaves and



All-day comfort as you'd expect

understand how you can best work together – there's a dance to be had with the Multistrada, and once you drop into its groove, chasing the vanishing point through bend after bend becomes pure poetry.

Getting your weight forward and giving the inside bar a positive shove drops the V4 S into the turn, the 19in front keeping it stable in the lean while the electronics trim the ride for level flight. Fork sensors warn the rear preload of bumps, translating into a sensation of sporty plushness. Instigate a change of direction and the Multi will pick itself up and roll rapidly around the profile of its Pirelli Scorpion Trail IIs, hungry to devour the next curve.

The Multistrada V4 S involves and entertains on the twisties, can cover vast distances while providing top-notch comfort, and the way it looks and sounds leaves little doubt as to its pedigree. For 1000cc+ adventure touring, the big Ducati really is the last word.

DUCATI
PANIGALE V4 R
SUPERBIKE
OF THE YEAR
2026

'It's so quick and yet so easy to ride'



It'll urge you to push the limits

King of the castle

Ducati's Panigale V4 R is quite simply the ultimate superbike

By Carl Stevens
DEPUTY EDITOR

It's impossible to argue with the new Ducati Panigale V4 R's utter domination in the racing scene. In WorldSBK, it has won every single one of the 24 races so far and its record in British Superbikes has been equally as impressive.

Yet it isn't just silverware (or gold in this case) that makes the Panigale V4 R not only the Superbike of the Year, but potentially, the greatest litre sportsbike of all time. With rumours of major changes coming to championship rules and bike spec around the globe, we could well be looking at a whole new generation of superbikes moving



Top-notch Öhlins as you'd expect

forward to fit in with racing regs that are toned down a touch – and currently, there isn't a rival that comes close to toppling the Ducati.

Attainable aggression

But back to the V4 R, and why it's taken the top spot. And it's not just because it's a success when turned into a superbike – what makes the Panigale V4 R such an incredible machine is how it's eye-wateringly fast, incredibly agile, yet unbelievably user-friendly, all at the same time.

No other superbike on the planet can get close to the Panigale V4 R with a factory racer on board, yet thanks to the sensational electronics package and the



Booming soundtrack guaranteed

meticulously engineered set-up between the chassis and suspension, going faster and pushing the limits is more attainable to us mere mortals than ever before. Not only will the Panigale V4 R blitz braking zones and pummel straights, but it will hold your hand and urge you on like no other motorcycle.

Above and beyond

Where early Panigales were an utter handful that needed to be wrestled into a headlock for fast track action, the V4 R continues the trend of Ducati crafting machinery made for all levels of rider, rather than just the 0.01% of humans that can push above and beyond a bike's limit. And yet they've done so while making it even faster, sharper and cleverer than ever – it should not be possible to make a machine so quick yet also so easy to ride, but Ducati have done so, and pushed the game on once again in the process.

If you want the ultimate superbike, then there's only one tool for the job. Plus, there's no feeling in the world that compares to that 998cc motor touching peak

power as its soundtrack sings away at 15,750rpm, nor jumping on those mighty Brembo Hypure calipers as late as you dare to sample their awesome feel and power. It's an experience like no other, and a worthy winner of the crown.

THE FACTS



Ducati Panigale V4 R

Price	£38,995
Engine	998cc Desmosedici Stradale 90-degree V4
Power	217bhp @ 15,750rpm
Torque	84lb.ft @ 12,000rpm
Weight	186.5kg (wet, no fuel)
Tank	17 litres
Seat height	855mm