

AUSTRALIAN

MOTORCYCLE

TRADER

**World's most
desirable
classic**
— **MV Agusta 750s**

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...era displayed a version of its racer at the end of the 1950s, and took the same double-cylinder engine design as the 750S. Kenner had just exoticized the world at the end of the 1950s, primarily a street version of the road-going Halfwoods that resulted in a 600 cc motorcycle with the same Italian

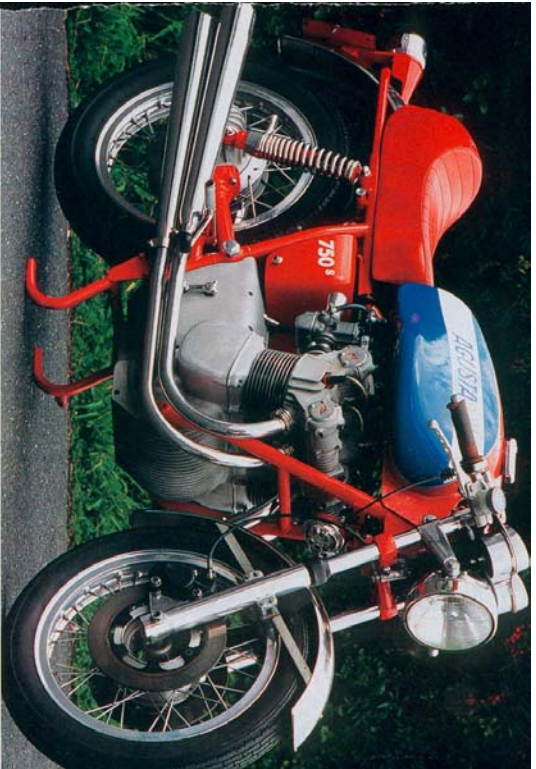


The 750S had a grand prize-winning heritage that no other brand could claim at the time. The blue stars, proudly emblazoned on the tank, represented world championships.

double overhead camshafts driven by a train of straight-cut gears running through the centre of the engine. In the adaptation to street use, a generator and

a substantial 230 kilogram dry weight. Thus the 750S didn't exactly set the world alight when it came to performance. Much of that changed for 1974 when the 750S (as featured here) was modified. Into the magnificent engine went hotter cams, larger valves, and higher





750 MV was always a flawed motorcycle. It was rumored that Count Agusta stipulated that all production runs have shift drive so that they couldn't easily be converted into racing machines that could outpace the factory.

Therefore the unsprung weight of the rear drive had a detrimental effect on

handling. The short wheelbase and top heavy feeling also provided the 750 MV with unique handling. Unluckily the introduction of the MV is in the engine. No other motorcycle engine can replicate the sound and experience of a four-cylinder MV howling and one ride can be enough to forgive the foibles of a flawed chassis.

5 Five things you didn't know about MV AGUSTA...

- 1 The founder of MV Agusta, Giovanni Agusta, produced his first aeroplanes in 1909, 7000 years after the Wright brothers.
- 2 With an agreement to build Bell helicopters under license in 1952 Agusta became the leading Italian producer of helicopters.
- 3 The first MV Agusta motorcycle was produced in 1945, and was a 88cc two-stroke single known as the Vespa, or Vespi.
- 4 Count Domenico Agusta was president of the motorcycle world championships in 1971, making his machines 20th victors and 63 World Championships between 1951 and 1970.
- 5 The first four-cylinder production MV Agusta was the \$50 Monza of 1977.