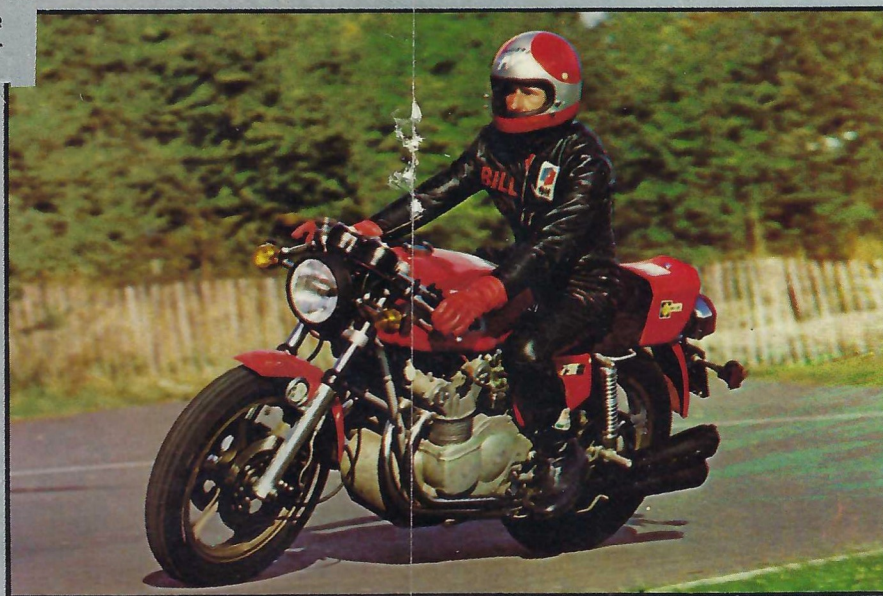


MagniVico



RIGHT: A sight to gladden the hearts of all MV enthusiasts — the concours line-up.



BOTTOM CENTRE: The club's glass fibre wizard Bill Johnson gives his 750 America an airing.

Brian Crichton joins the exclusive MV set for their first British rally and gets to present the trophies.



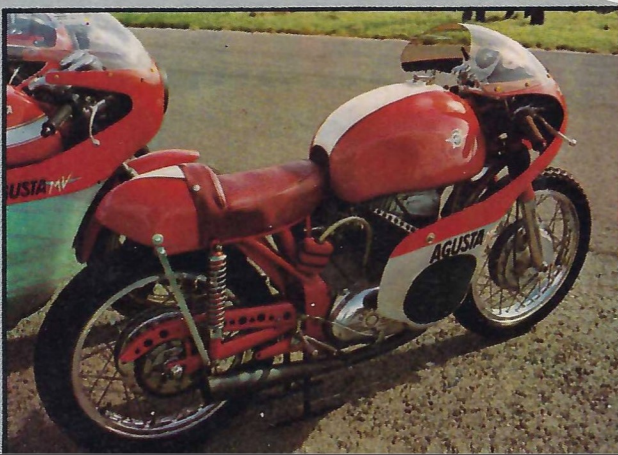
ABOVE: Self-confessed "nutter" Mark Wellings spent nearly all day in the saddle of his recently acquired 750-4.

BELOW: A beautiful 832cc double overhead camshaft MV Augusta Monza.

BOTTOM: A 250cc 1959 single cylinder hybrid in immaculate condition.

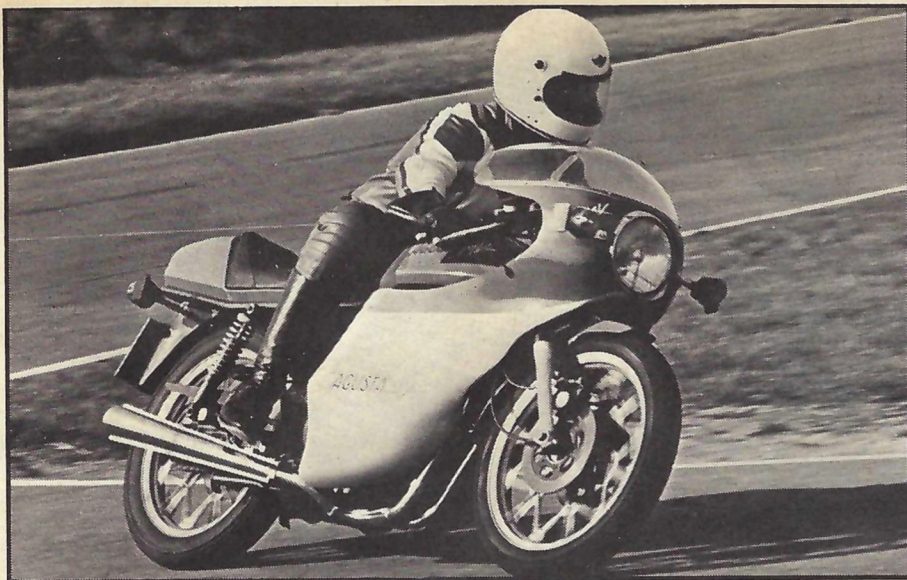


LEFT: Crichton gets a ride on club treasurer Dave Kay's 750-4. Secretary Peter Ide stands by.



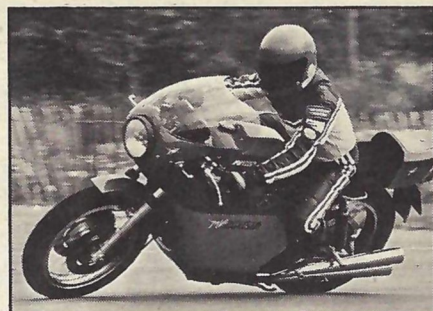
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**MOTOR
CYCLE
MECHANICS**



Student Nick Lasham from Croydon exercises his fine handling 350. Unfortunately it broke down.

MagniVico



Crichton tries a 750-4. MV heritage includes 37 world championship titles.

TANGLE with an MV and it will swallow you whole. That's the impression you gain from talking to members of the MV Agusta Owners Club of Great Britain.

Formed in March the club held its first rally in September. Staged at Donington Park in Leicestershire it was a small but successful gathering.

Members paid £7.50 each for the two-day event which included the use of Donington's small "loop" circuit. Most of the membership expressed the desire to use the full circuit on their blood red Italian mounts and this may be a feature of the 1980 rally.

Altogether 25 bikes were present and almost double that number of people. Definitely a select clientele. But they want more enthusiasts to join them and you do not have to own a Meccanica Verghera Agusta. Details later.

Since MVs are no longer imported into Britain the majority of owners — and club secretary Peter Ide reckons there are only 150 MVs running in this country — guard their bikes with care.

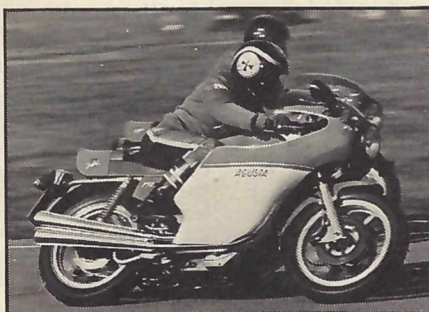
I found this out while piping up about a promised ride. Suddenly everything went quiet. MV America owner Mark Wellings nodded dissent as Peter approached him on my behalf.

Club treasurer Dave Kay made the day for me by obliging with his 750 America. But one lap of the loop later — only half a mile — it cut out. The motor fortunately fired again and Dave later diagnosed it as an electrical fault.

Having seen that I could actually get on and off one of these hallowed machines without causing a major disaster Mr Wellings who sells double glazing and runs an SB2 Bimota Suzuki and Ferrari V8 car in addition to his MV had a change of heart and volunteered his bike for my charge.

It revved harder than Dave's thanks to a car electronic ignition system and was slightly faster being just able sometimes to lift the front wheel a touch on the change in incline halfway along the uphill straight. But the brakes were much worse and the gear-change rougher. Mark had been giving his bike such a pasting that it actually ran out of brakes late in the afternoon.

None of the machines had the beautiful howl of the racers 15 times world champion



Club treasurer Dave Kay indulges his 750 America in a friendly dice with a fellow club member.

Giacomo Agostini and eight times world champion Phil Read used to race. But then they were all road silenced and the club had been told not to remove any baffles for fear of noise complaints from local residents.

The most exotic models present were 861cc Magnis identified by their black exhaust pipes. Then came the 832cc Monzas and the 750 Americas and Sports. All are shaft driven double ohc fours.

Arturo Magni was the man in charge of MV's now defunct racing commitment. Modifying a £3500 750 to his full specification cost about another £3500 says Peter Ide.

Twenty-one-year-old Peter runs a 350 push-rod twin which he broke his bank to secure at the bargain price of £1200. An assistant buyer for a building firm he happily pays the HP charge to ride an MV.

Peter Eacott from East Ilsley, Berks., allowed me to ride his near new 125 single so long as I didn't take the motor above 5000 rpm. A delightful little race-style machine which feels as if it can be turned on a sixpence it is kept in company with a 350 and a 750 America.

"It's the only set of three in the country as far as I know," says Peter who also wants to get hold of a Magni. "The main thing about MV is the pure engineering. It's sheer magic," he declares.

Each club member I spoke to was an interesting study. Bob Steele from Glasgow is a former Scottish road race champion and keeps his MV-4 in the front room.

It was my pleasure to judge the concours and over 500cc winner Dennis Ruff (29), a

"propagator grower" for Scunthorpe Borough Council revealed that he keeps his America in the hall.

A chartered patent agent from Bromsgrove, Cheshire, who wishes to remain anonymous for fear of theft, dropped his Monza en route to the rally and rode home pillion on his son's 1000cc SB2 Bimota Suzuki to pick up his 750 America. He also has a 750 Bimota Suzuki and a turbo Porsche saloon car.

Shoe repairer David Crawford from Belfast, N. Ireland, brought his Monza over on the boat. He also has four Moto Guzzis, one a Falcone. Jack Dick from Munich, West Germany, who works as a chef at Aston Clinton, Bucks., has a 750 Sport, 861 Magni and a 900 BMW. A Bimota Kawasaki is next on his list. At 38 comprehensive insurance for his Monza costs him £140. He also runs a five litre AC Cobra which he says disc jockey Noel Edmonds has been after.

World traveller and leather exporter Harry Clarke from Brighton turned up on a 550 Suzuki-4. His 861 Magni was giving problems. He intends to spend next year on a special Magni with chain conversion attending as many race meetings as he can.

Long distance award winner from Holland, Willem van Putten, a dental mechanic, is president of the Dutch MV Club and intends to hold a MV rally at the Dutch TT at Assen next year. British MV riders are of course invited.

The British club offers members the usual benefits including spare parts supply and club magazine. Because of the shortage of MVs non-owners can join as association members at £5 (£7.50 overseas) per year. Full membership is £10 and family membership £11. Details from Peter Ide, MV Agusta Owners Club, 6 Turner Road, Tonbridge, Kent TN10 4AH.

Concours D'Elegance

Les Graham Trophy (over 500cc): Dennis Ruff, Scunthorpe, Lincs. (750 America).

Bill Lomas Trophy (under 500cc): Peter Eacott, Newbury, Berks. (350 Sports).

Highest recorded mileage: Peter Jukes, Richmond, Yorks. (750 Sports 33,913 miles).

Best modifications and longest distance travelled to rally: Willem van Puttem, Haarlem, Holland (750 America).