

ustta

1972

italian

Think of MV and the chances are a four cylinder model will spring to mind, but the Gallarate company also produced some distinguished singles and twins. A 350cc double overhead cam twin with electric start was introduced at the 1955 Milan Show, but never went beyond prototype stage. It was not until 1966 that the first twin, a 250cc ohv model, went on sale.

In 1969 the company considered increasing the engine's capacity and at

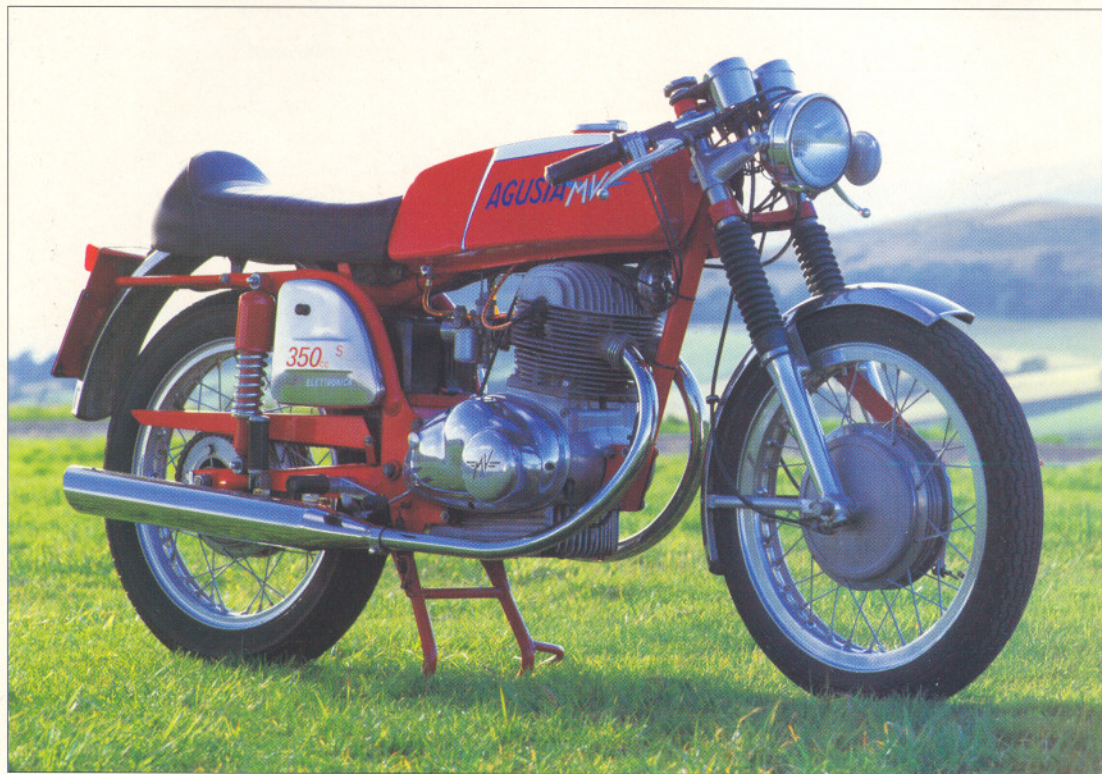
the Milan Show of 1971 the 350GT and 350B were introduced. Boring out the 250 had given oversquare dimensions of 63mm by 56mm and a power output of 32bhp at 7,650rpm.

Mick Walker has characterised the 350B, with its clip-ons, rear-sets and slipper back seat, as the "best MV twin of all", a sentiment with which Bernard Close, the owner of the example pictured here, would doubtless agree. Bernard's machine was manufactured in July 1972, a few months before the model gained 12 volt electrics and electronic ignition (though this one has it fitted), and it was sold in October 1972, the very month in which Gus Kuhn took on the MV concession for the UK.

Photographs: Simon Everett

QUICK SPEC

ENGINE TYPE:	OHV twin
BORE & STROKE:	63 x 56mm
CAPACITY:	349cc
COMPRESSION:	9.5:1
CARBURATION:	2 x Dell'Orto 24mm
POWER:	32bhp @ 7,650rpm
GEARBOX:	5 speed
IGNITION:	Points/coil (electronic Oct 72)
FRAME TYPE:	Open diamond, stressed engine
SUSPENSION:	Telescopic forks/swinging arm
WEIGHT:	149kg dry
TYRES:	2.75 x 18 front; 3.25 x 18 rear
BRAKES:	Grimeca 200mm t/s drum front; 200mm drum rear



ustta

1972

italian

Think of MV and the chances are a four cylinder model will spring to mind, but the Gallarate company also produced some distinguished singles and twins. A 350cc double overhead cam twin with electric start was introduced at the 1955 Milan Show, but never went beyond prototype stage. It was not until 1966 that the first twin, a 250cc ohv model, went on sale.

In 1969 the company considered increasing the engine's capacity and at

the Milan Show of 1971 the 350GT and 350B were introduced. Boring out the 250 had given oversquare dimensions of 63mm by 56mm and a power output of 32bhp at 7,650rpm.

Mick Walker has characterised the 350B, with its clip-ons, rear-sets and slipper back seat, as the "best MV twin of all", a sentiment with which Bernard Close, the owner of the example pictured here, would doubtless agree. Bernard's machine was manufactured in July 1972, a few months before the model gained 12 volt electrics and electronic ignition (though this one has it fitted), and it was sold in October 1972, the very month in which Gus Kuhn took on the MV concession for the UK.

Photographs: Simon Everett

MV AGUSTA

QUICK SPEC

ENGINE TYPE:	OHV twin
BORE & STROKE:	63 x 56mm
CAPACITY:	349cc
COMPRESSION:	9.5:1
CARBURATION:	2 x Dell'Orto 24mm
POWER:	32bhp @ 7,650rpm
GEARBOX:	5 speed
IGNITION:	Points/coil (electronic Oct 72)
FRAME TYPE:	Open diamond, stressed engine
SUSPENSION:	Telescopic forks/swinging arm
WEIGHT:	149kg dry
TYRES:	2.75 x 18 front; 3.25 x 18 rear
BRAKES:	Grimeca 200mm t/s drum front; 200mm drum rear

