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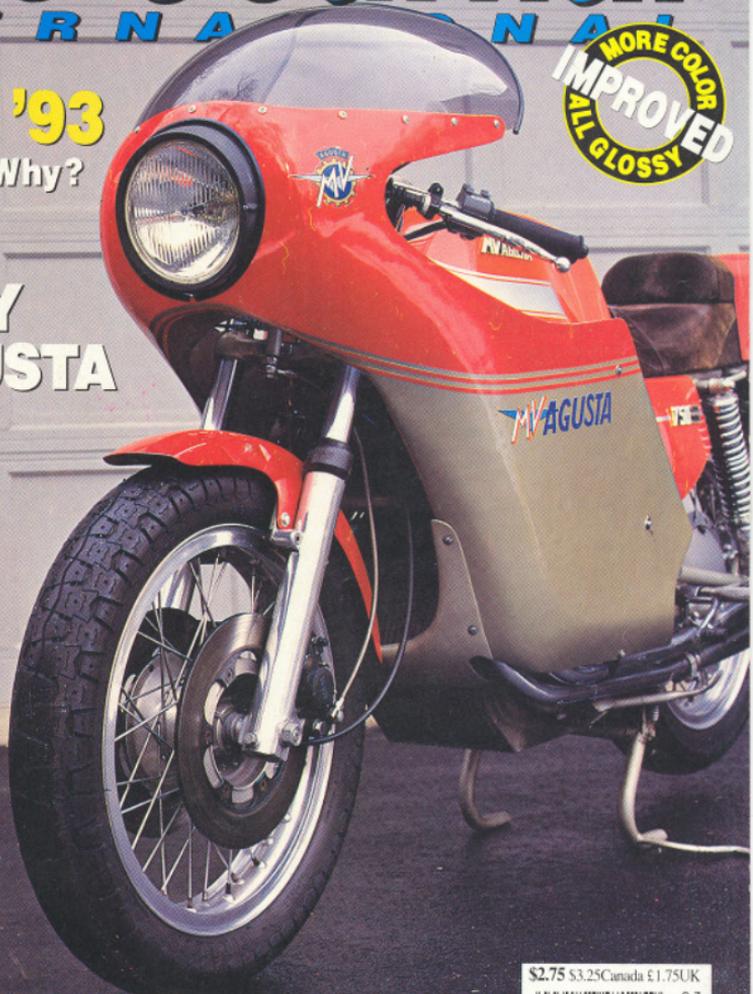
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On The Cover: This 1978 MV Agusta 750S America is Justin Parks' pride and joy. It's not too often that we are treated to such a beautiful and rare machine - enjoy.

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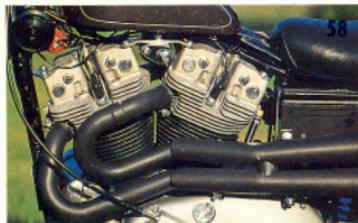
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GALLARATE FIRE ENGINE

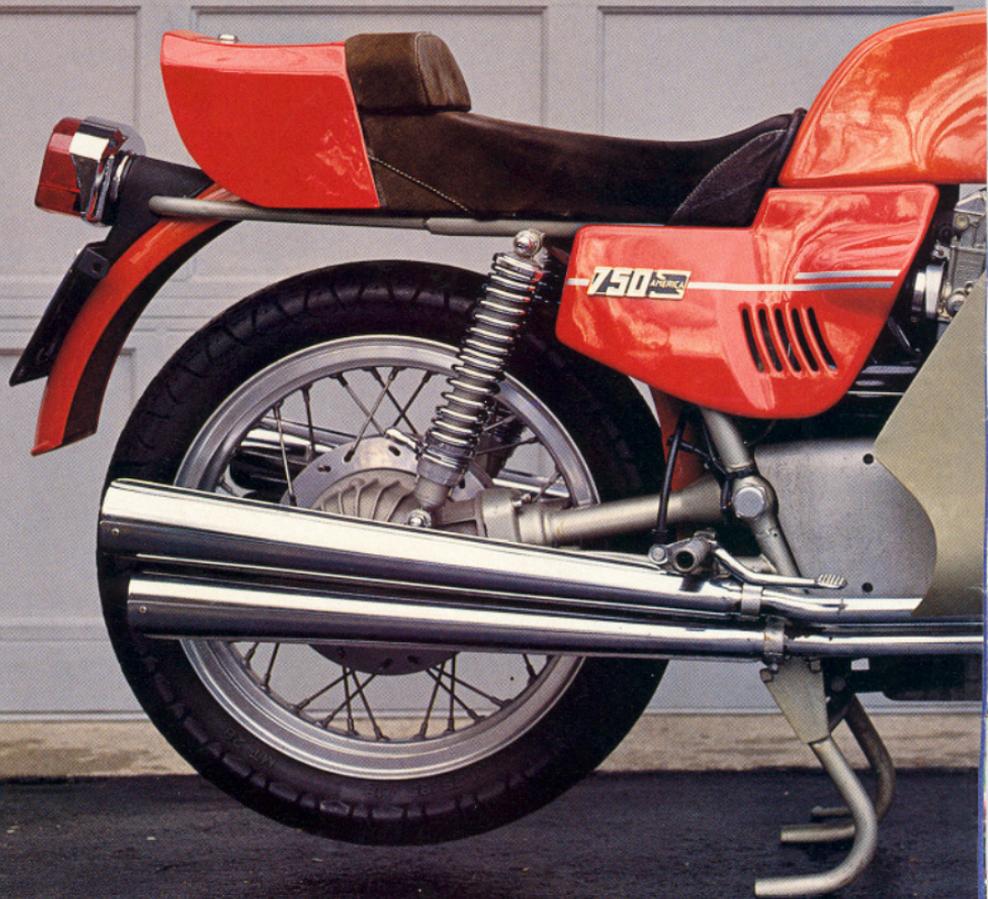
THE MV AGUSTA 750S AMERICA

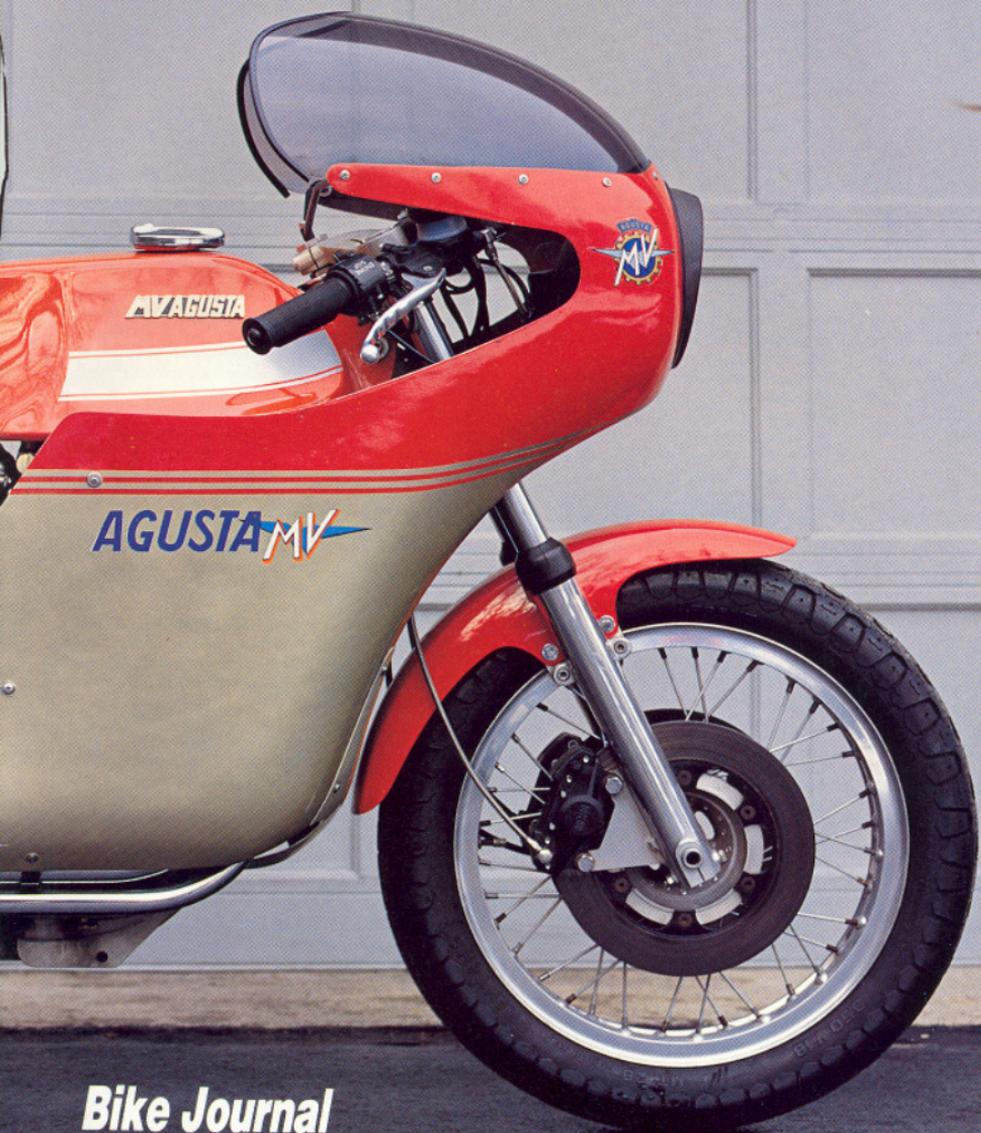
Photos by Jeff Hackett



MV AGUSTA

750S AMERICA





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GALLARATE FIRE ENGINE

MV AGUSTA 750S AMERICA



Do you know what motorcycle holds the distinction of having won more world roadracing titles than just about all other makes combined? The answer is Moto Verghera-Agusta (MV Agusta), and while animals on the race track, they are rolling works of art on the street.

Amazingly, between the years 1952 and 1974, MV Agusta captured no less than 37 world titles in classes ranging from 125cc to 500cc. The fact that motorcycles were only a small portion of this company's business - helicopter design and manufacturing was its main forte - is also quite amazing. Over the years, men with names like Hailwood, Surtees, and Agostini have ridden the famed MV triples and fours.

When Count Agusta died in 1971, the racing world expected that MV would lessen its motorcycle involvement. Besides, the Japa-

nese were now threatening in the larger displacement classes and there was limited success for the MV triples and fours. But, Corrido Agusta held fast to the MV reigns and along with Arturo Magni and designer Ruggero Mazza he kept MV at the forefront, though only for a few years.

Ultimately, the helicopter business had grown to even greater importance and with major government contracts in the late '70s not only did the racing program disappear, but so did the motorcycle manufacturing.

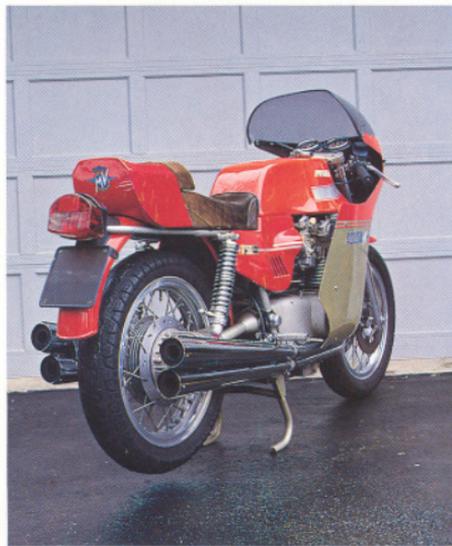
These days it's not often that you see an MV Agusta cruising through traffic on the local freeway. Even less often do you see a 1978 MV Agusta 750S America. Justin Parks sees his daily. This is one of the last and greatest MVs to roll out of that famed Gallarate plant in Italy (hence the name "Gallarate Fire Engine").

Almost every day he fires up the willing engine and goes for a ride. That's right, this MV gets ridden on a regular basis. That is, when he's not out on his '85 Hailwood or '38 Velo. Life's rough.

This 750S America is powered by an in-line four cylinder, 790cc engine with a 20 degree angle of incline forward. The cases, cylinders and head are all light alloy and output is 75 horsepower at 8,500 RPM. Redline is 9,000 RPM. Two overhead cams keep things singing as the front cam operates the exhaust valves and the rear takes care of the intake ones.

Dual Dellorto carbs feed the fire from the large capacity 5-gallon tank while a 5-speed, constant mesh gearbox controls the forward progress. Front and rear rims are light alloy units, the front a 18-2.15" and the rear an 18-2.50". Seat height is 31.5 inches while the dry weight is around 520 pounds. Top speed is estimated at 135 MPH at 9,000 RPM.

Parks is the third owner of this fine red 1978 masterpiece that while ridden regularly, still has low miles. Justin attributes that to the first two owners. It seems that owner number one never even had the fairing mounted to the motorcycle, and obviously rarely rode it. The second owner bought it on a whim, also never rode it, got tired of looking at it and put it up for sale. That's when Justin Parks decided he had to have it. He's owned it for the past six years and he loves every minute of it. Can't really blame the guy. 🏍️



Combine Italian craftsmanship with a strong racing heritage and the result is a motorcycling work of art - The MV Agusta 750S America.