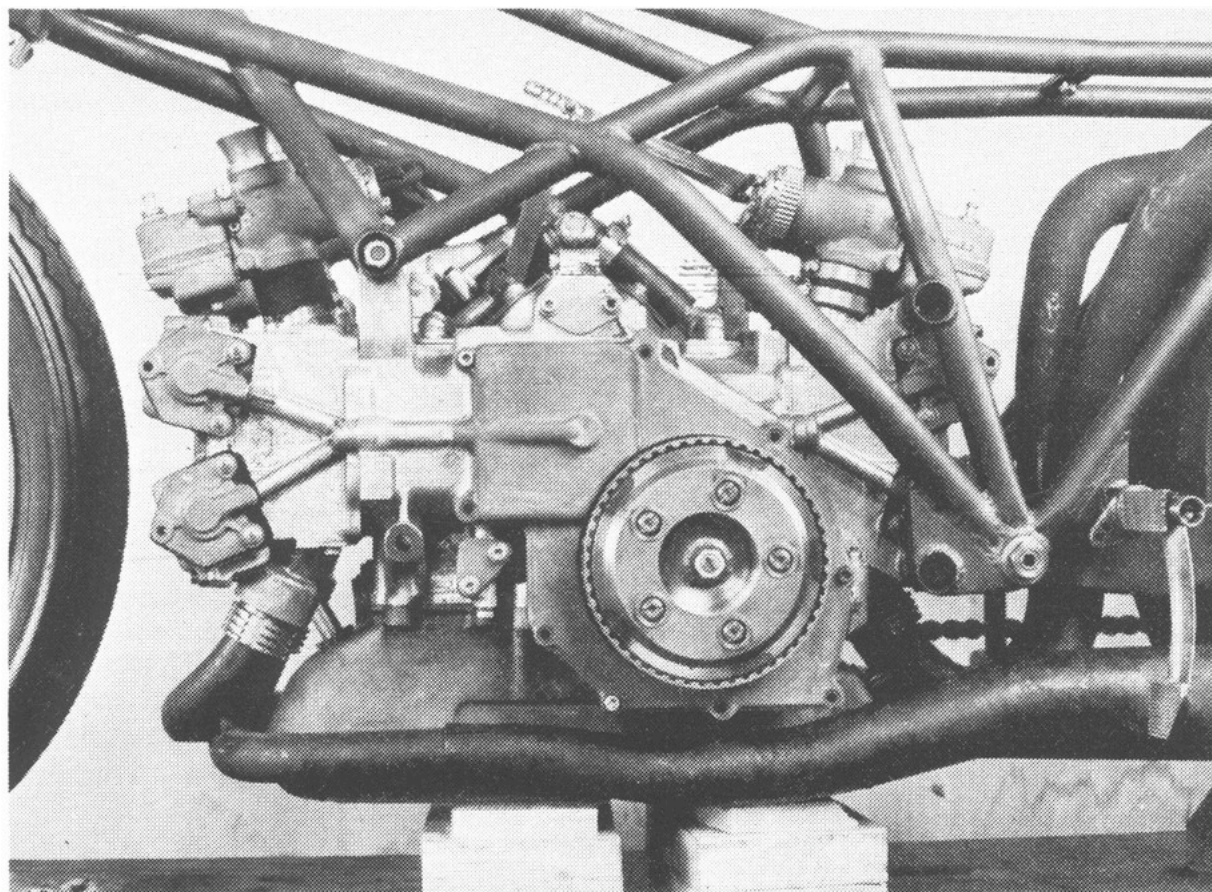
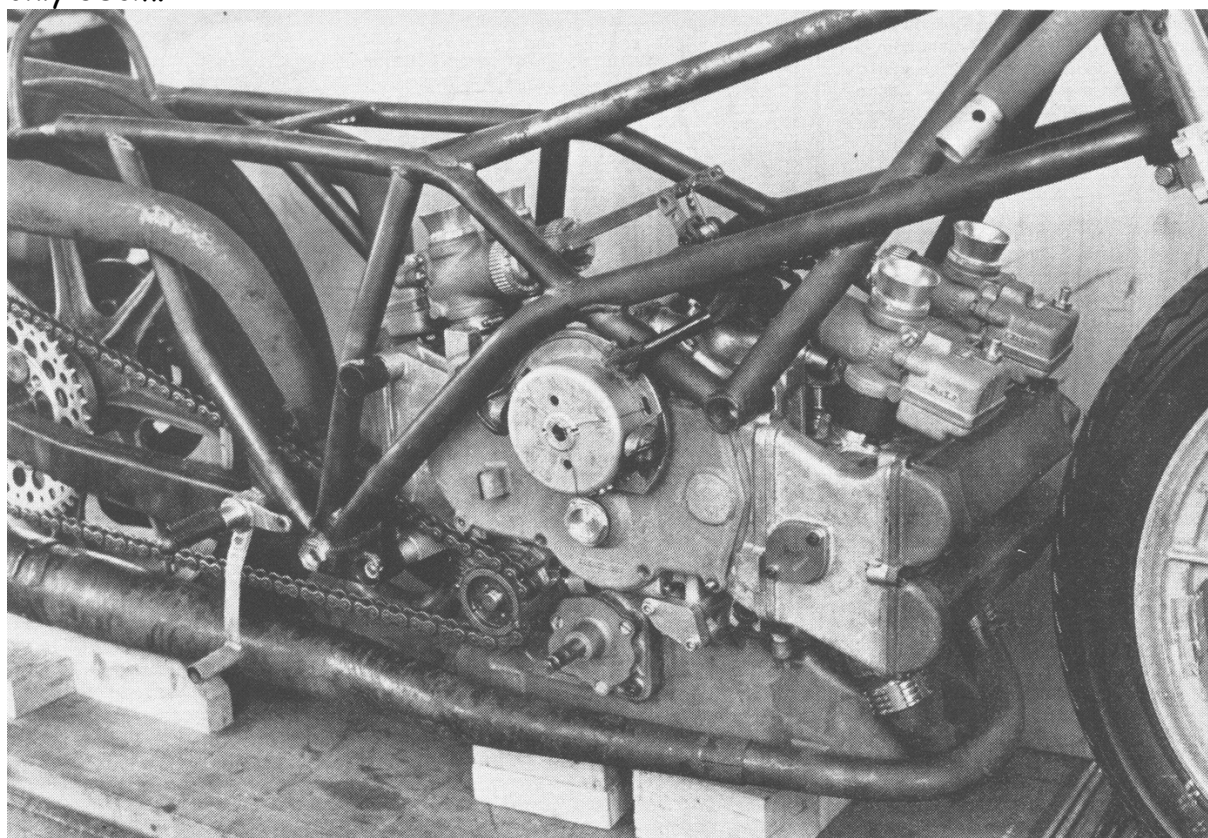


Latest news from MV Agusta from Carlo Perelli in the Dutch magazine Motor - spring 1977.  
Translation by Gli Amici di MV Agusta



This 4 cylinder quad cam water cooled engine with electronic ignition could be the secret weapon for the next GP500 year to beat the 2 stroke competitors. The big secret is the frontal width of only 38cm.



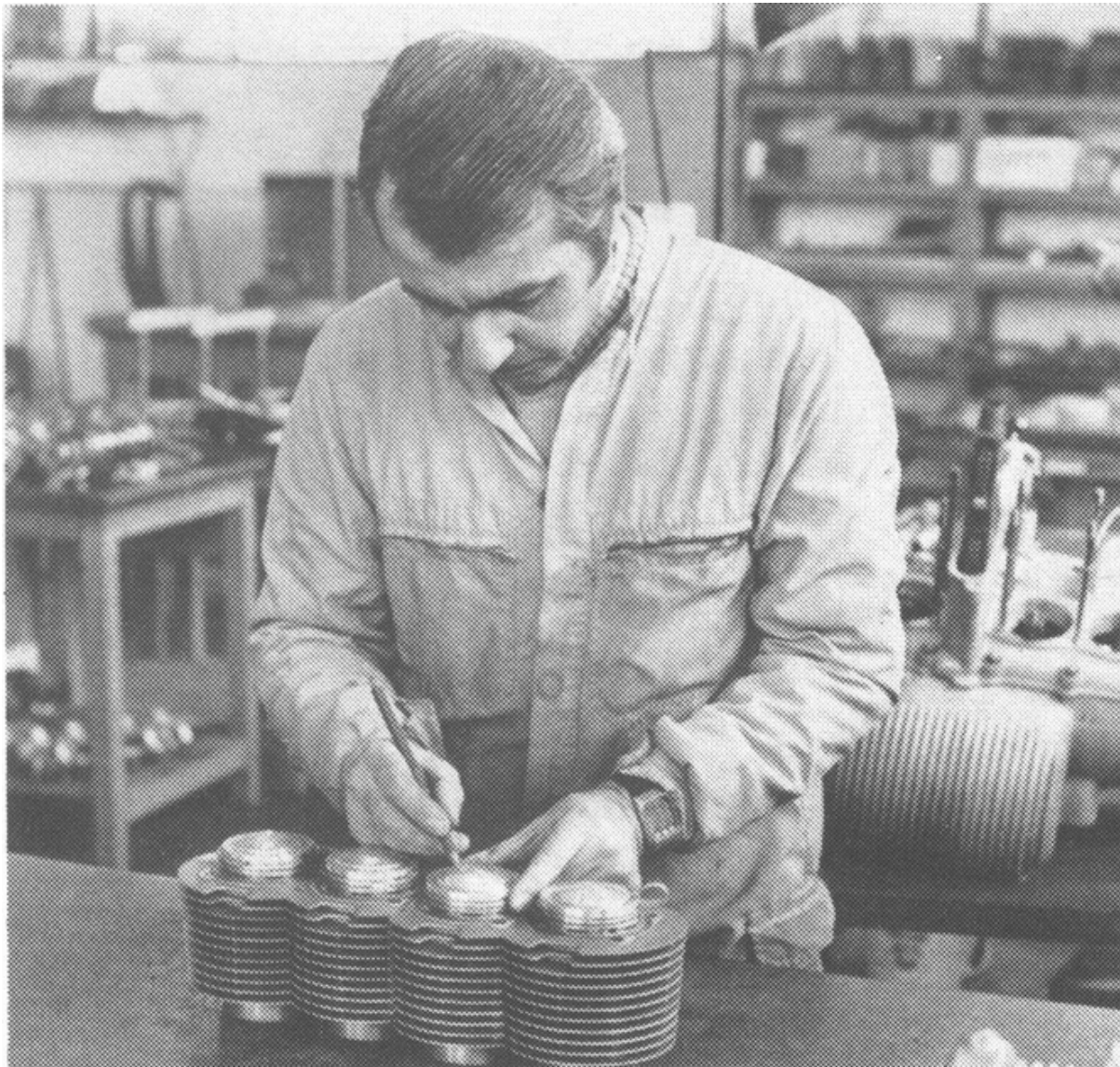
This beautiful constructed compact 500 CC boxer engine from MV.  
Will we ever see this bike on the track?

This beautiful



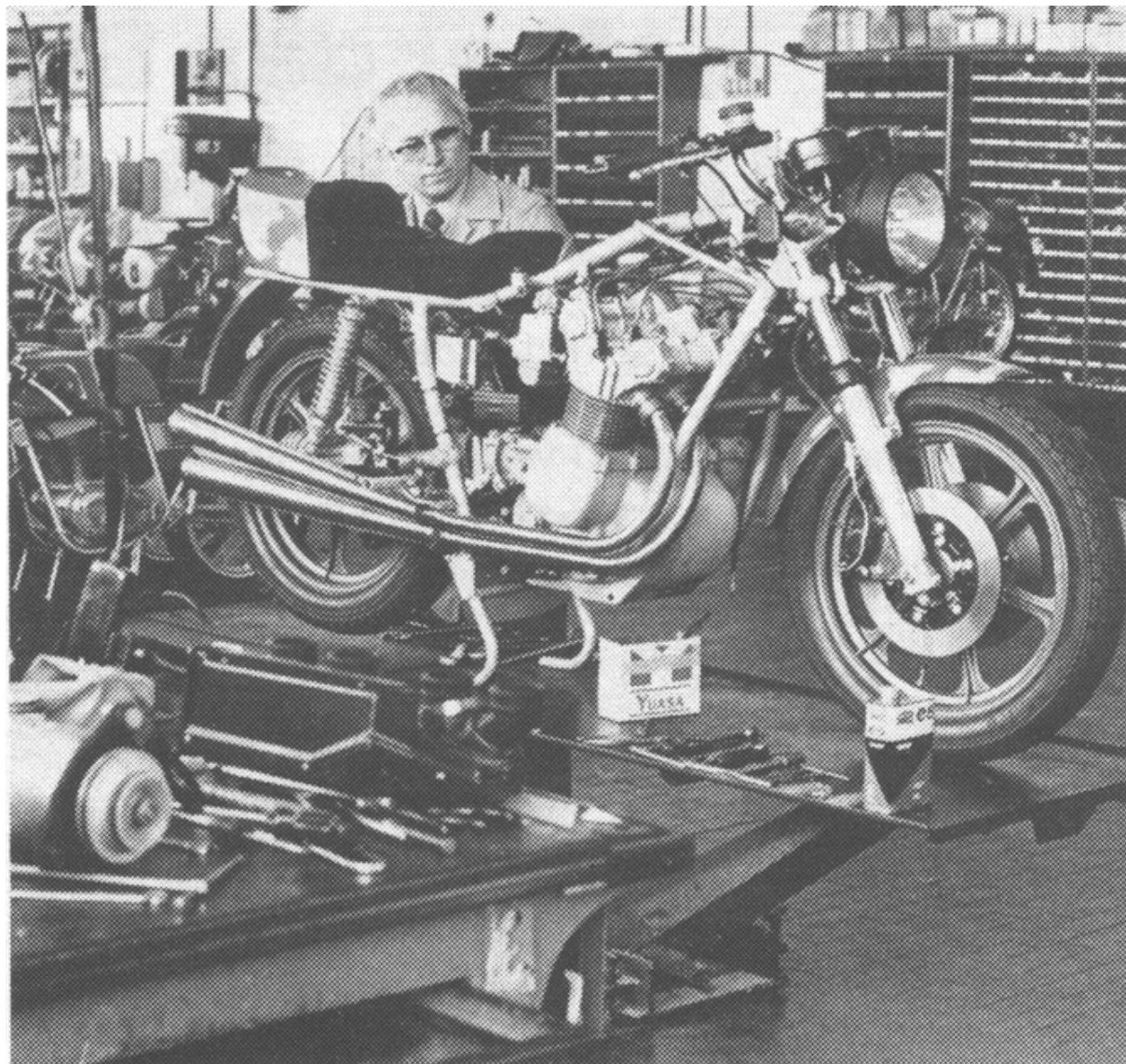
All the 130 workers at the MV bike factory have switched to produce helicopters. In 1976 only 3000 bikes are produced, divided into 125, 350 and the 750. The total turnover for motorcycles was 3.000.000.000. The worst production year for MV was 1974, when they won the 500 CC class. That year only 2000 bikes left the factory. The golden year was 1955 with a record output of 10.000 bikes.

The race activities were stopped in 1977, but the race division at Ferno is still open. At the Ferno plant the race mechanics Vittorio Carrano, Rosolino Andrea and Adriano Porrini and the supervisor Arturo Magni are disassembling unsold America models and tuning them for clients in the US, Germany and the Netherlands. Its a rare opportunity for the new 750 owners, that there bikes are assembled and tuned by the best MV Agusta mechanics in the world.



Rosolino Andrea is working on a 750 MV





Race Director Arturo Magni working on an 850ss