

# MV Agusta 500/4

Circa 1968

By 1968 MV had won eleven 500cc World championships. Some with the triple and some with the four. Famous MV champions were Giacomo Agostini, Mike Hailwood, John Surtees, Tarquinio Provini, Carlo Ubbiali, and John Hartle.

This machine was handbuilt in 820 hours between 2004 and 2008, using as many original MV parts and MV suppliers parts as possible. Only where original parts were not available, replicas were made from drawings, photos & technical information. ***The aim of the project was to reconstruct this rare machine capturing its essential characteristics.*** The machine is not a reproduction. Most parts are MV.

Parts were sourced from Germany, Italy, Switzerland, NZ, the US, UK, and Australia. Finding and acquiring parts, especially the engine, frame and hubs, consumed at least 40% of the project time. It would have been impossible without the many clubs, dealers, manufacturers and knowledgeable individuals contacted. Communication, often in other languages, was by mail, `phone, fax, SMS and email. Overseas trips to suppliers in Europe were conducted. Many interesting conversations were experienced in the process. There are few who have MV knowledge and the most reliable and communicative were found in Germany. The British were easily the costliest, most insular, and uncooperative. The Italians by contrast were found to be helpful, friendly, & warmly sentimental.

There are apparently 15 racing 500/4`s. Some of them in the MV Samarate museum. However, as they did not reach production, only three roadgoing 500/4`s are known to exist - the one you are viewing, one in the US and, another in Germany. Unlike the shaft drive 1968 750S which produced 72HP and weighed (naked) 240kg, this machine has a faired mass of about 150kg and is chain driven.

Light and agile, it more truly represents the MV racing heritage. It produces 65hp @ 11500 rpm and 5.9kg/m @ 6200rpm. Modern pumper Dellorto carburettors & electronic ignition have been fitted to improve safety, reliability and flexibility. The gearchange is on the RHS.

The frame is from the MV works and is as per the 350 series, but with cradle to suit the emerging chain drive 500/4 road bike engine with electric start.. The engine was procured from a UK source claiming it to be one of the few & discontinued pre production engines apparently later copied by a major Japanese manufacturer. The engine has been checked and rebuilt.

Matching four leading shoe magnesium brakes, laced with stainless spokes, are of Daniele Fontana design and made by Angelo Menani of Sedriano, Italy. There was no provision for a speedo drive at the hub so a Swiss VDO digital instrument has been adapted, driven by pickup from the rear sprocket. The tachometer is VDO origin and driven electronically from the coil.

The curved 'feminine' silencers are of original shape. They were made at great expense by Giovanni Magni, son of Agostini's mechanic, Arturo Magni. The gorgeous hand levers were made to the MV pattern by Tronconi and Novelli s.n.c., Milan. Associate company Motocicli Veloci supplied the alloy clip-ons & some small parts made from ergal. The tank & fairing are of MV pattern by Magni.

Seat & narrow front guard are MV works original. The wheel rims made from Borrani tooling by San Remo and Akront. Forks are Ceriani. Shocks Marzocchi. Paint finish and badges are 60's matched.

The machine is fitted with Pirelli tyres representing the period as closely as possible

Riding the machine is an experience to enjoy. It produces no significant power below 5300rpm with noticeable thrust from 5800 to 10000. The engine like all MV's must be kept 'on song' and requires deft throttle manipulation rewarded with a sound that is said to 'put goose pimples on goosebumps'.

Handling is unfaultable and completely secure. It points extremely well, and does not dive significantly when forcefully applying the 4LS front brake. A small trim machine, the bike is best suited to riders in the short to medium height range.

At no time has the machine failed to draw an audience wherever it has been parked or displayed. It has won many concours including 'Best MV' by the Classic Italian Motorcycle Association of Australia.

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