

MOTOR CYCLE MECHANICS

MARCH 1977 35p

THE BEST BIG SUZUKI YET
FULL GS750 TEST REPORT



250 LAVERDA ENDURO

SERIOUS PRICE ~SERIOUS RACER?

KAWASAKI 900 SERVICE TIPS

TRIUMPH TRIPLE ENGINE REBUILD

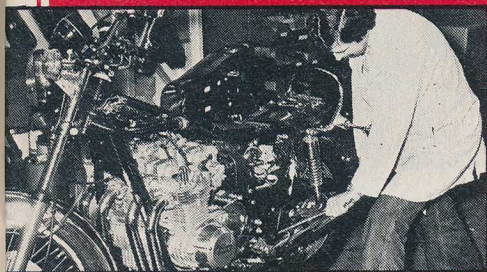
EXCLUSIVE: **VAN VEEN TRACK TEST**

WE RIDE £5,500 WORTH OF ROTARY-ENGINEED MOTORCYCLE

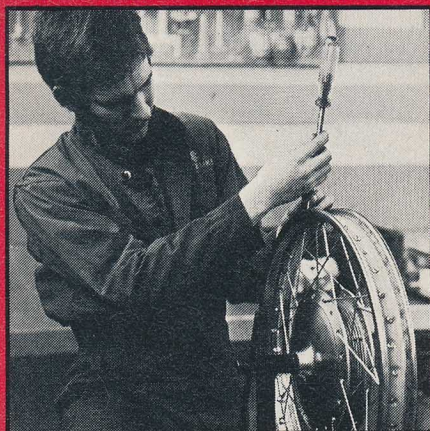
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WIN MCM's CUSTOMISED 750 HONDA
GREAT NEW COMPETITION STARTS INSIDE

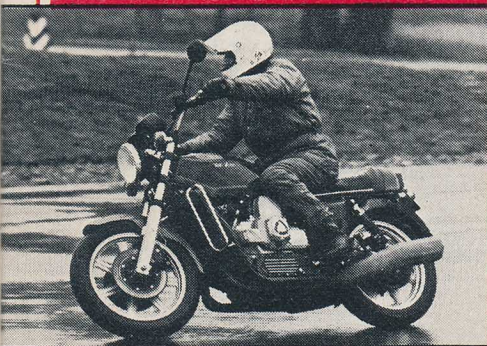
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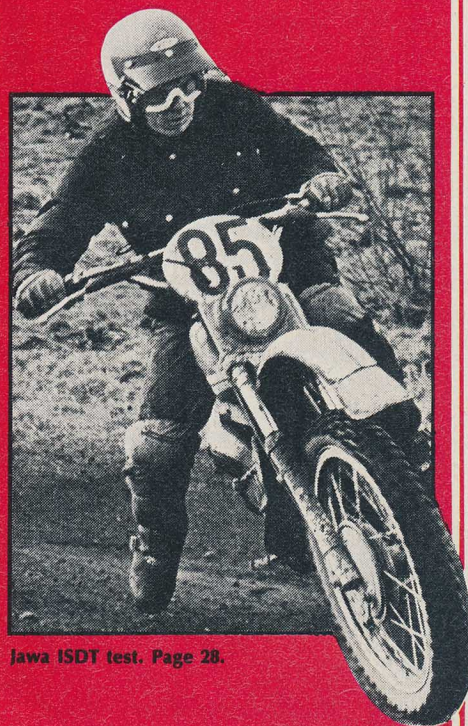
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WIN our fabulous CUSTOMISED 750 HONDA

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MONEY, MONEY, MONEY



VAN VEEN'S ROTARY, MV'S SPORTSTERS - RICH MEN'S TOYS OR SERIOUS, IF EXPENSIVE, MOTORCYCLES?

WHAT kind of person would spend £3,735 on a 750 MV Agusta which is really a 790? Someone who enjoys walking, if our first experience of the bike is anything to go by. But

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in this kind of market the prestige of the name is probably of more importance than anything else, including the performance which the MV has in abundance. In fact, from such an exclusive

model, virtually handbuilt from a marque known only for GP successes and helicopters, you'd have a right to expect a few odd quirks in its road manners.

But things are changing

even at MVs; Ducati's takeover will mean greater production facilities. The production run of some five or six units a week will be stepped up and the new UK concessionaire, Agusta GB,

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is aiming to bring in something approaching 100 machines in the next year. Which brings us back to the question of who will buy them?

Research by BMW showed March 1977

that *their* customers are not just the incredibly rich looking for a toy to play with while the Lear jet is being serviced. No, they are mainly ordinary, everyday, working barristers, brain surgeons

and . . . seriously, dedicated enthusiasts who are prepared to take out a third mortgage or whatever it takes to own one of the most exotic machines in the world.

For the less dedicated, there is of course the more thrifty 350 MV.

But to get back to mainstream exotica, there is the Van Veen rotary, ritually developed over the last few

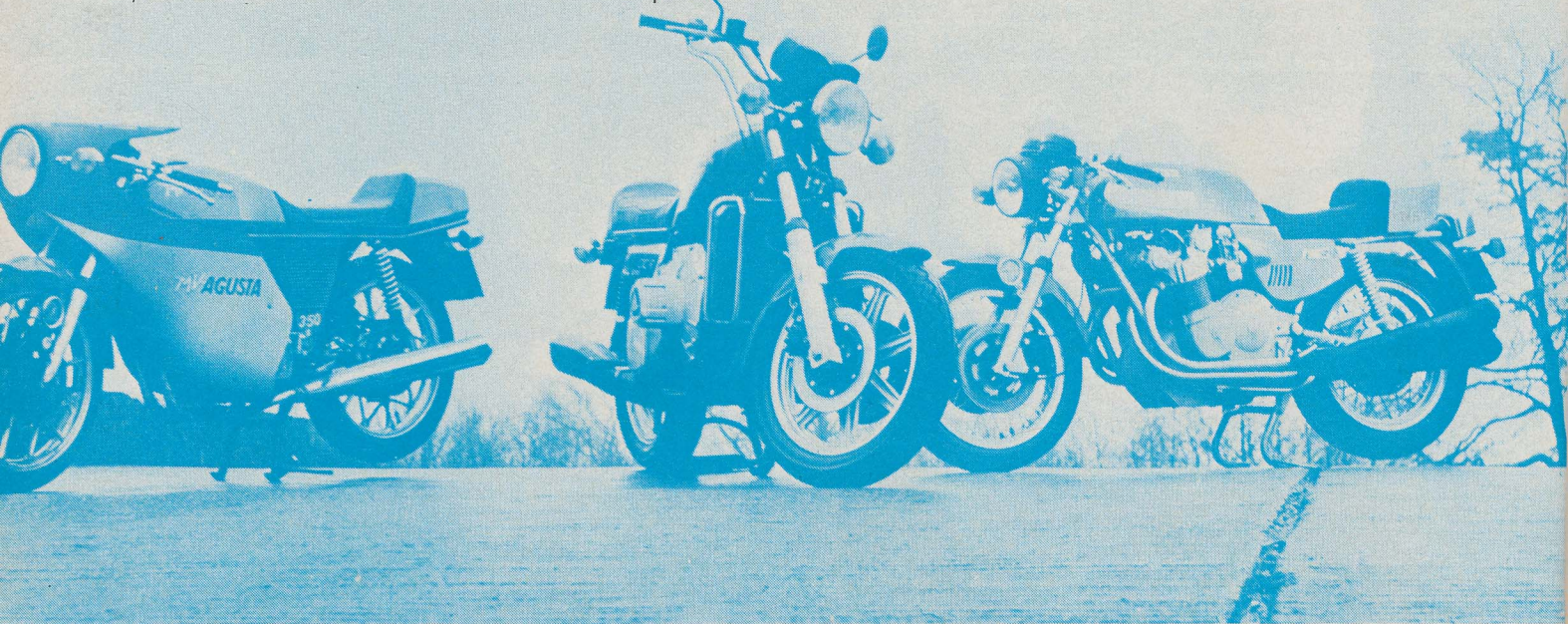
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years, a regular exhibit at the Cologne show and despite being priced at £5,500 is currently so exclusive that nobody can buy one. The latest news is that the Van Veen may be on sale by April.

Built by the Dutch concern whose bread and butter business is the importing of Kreidler mopeds and marine engines, the huge machine is their idea of the ideal motorcycle — and even at its price they will have to sell a fair number to recover the development costs

accrued over the years.

Their kind of perfection centres on a big, powerful rotary engine built by a subsidiary of Citroen, driving a four-speed gear box and shaft drive. The styling and arrangement is big and very upright but fits together to make the 562 lb machine a large, comfortable motorway cruiser.



MV 750S AMERICA: £3,765

“BASICALLY, A SUPERB MACHINE”

THE BIG MV didn't get off to a good start when we collected it on a dark, damp January afternoon. The clutch needed adjusting, then the tail light didn't work and we had to clean up the bulb contacts. Finally it was all set to go and after a few minutes of wiggling hands down past the tightly-fitting fairing, under the tank, we got the ignition key in and power switched on. A jab on the starter produced only a remote sounding click from the solenoid; the starter just wouldn't turn over despite the fact that the lights would come on bright and the horn sounded quite healthy, indicating that the battery was well enough charged.

So we bump started the motor, which was quite willing to scream into life, but this only brought more problems. It needed choke to fire up and the cold-start system opens the throttles, making the motor run close to 3000 rpm. The problem was that we'd started it in the confines of a small car park, where it wasn't possible to run at 3000 in second with the clutch fully engaged and, while slipping the clutch it isn't possible to back the choke off, because the lever is down on the left hand side of the carbs. The MV will not go into neutral unless the engine is idling and even then it usually needs to be rolling along slowly — 3000 in second is not quite slow enough! The clutch started to suffer, even in the few seconds that we were fumbling about in the car park I could feel the adjustment going and we had to cut the motor.

Eventually we wheeled it to a long road where I could bump start and ride off with the clutch fully home. The next morning the starter still wouldn't turn the motor and after



another bump-start the engine fired but was only running on two. We tried every possible combination of fuel tap positions — there is one tap on each side of the tank — to no avail and eventually the motor cut out altogether. As there appeared to be plenty of fuel in the tank we 'phoned Agusta GB who sent a replacement machine.

Later we found that the fuel taps are higher at the back of the tank and the MV can run dry with plenty of fuel swilling about in the front of the tank.

The second bike was the unfaired, wire-wheeled economy version. We spent a very wet day at the track with it, getting a best top speed of 110 mph wearing an oversuit, while Dave Walker got it up to 114 wearing leathers, but because of the conditions the speeds are hardly representative. At the end the starter solenoid failed — it was amazing to find electrical switches of the quality normally reserved for the cheapest mopeds fitted to several thousand pounds' worth of motorcycle. I didn't fancy the dramas of bump-starting for the rest of the test and another 'phone call had bike three on its way.

Actually this was bike one again, checked over and running quite well. Except the tail lamp failed within seconds of its arrival. We fitted a new one and, getting the hang of the MV, I took to travelling around with a pocketful of spare bulbs.

With a cold engine the starter, which is combined with the DC generator, was really struggling to turn the engine. One jab would make it judder up to compression and stop. Normally the second or third jab would fire the MV up which, considering the perform-

ance of the starter motor is a creditable point for the engine itself. I was praying that there wouldn't be any more electrical problems because all the equipment from plugs to starter motor to the battery are highly inaccessible. But as soon as the bike had fired, its problems were over and with the exception of the tail light, which failed once more, the MV ran well and became an incredibly nice machine.

I'd like to think we were unlucky with our machines, but I have a suspicion that any prospective owner is going to have to go thoroughly over the machine if he is interested in reliability.

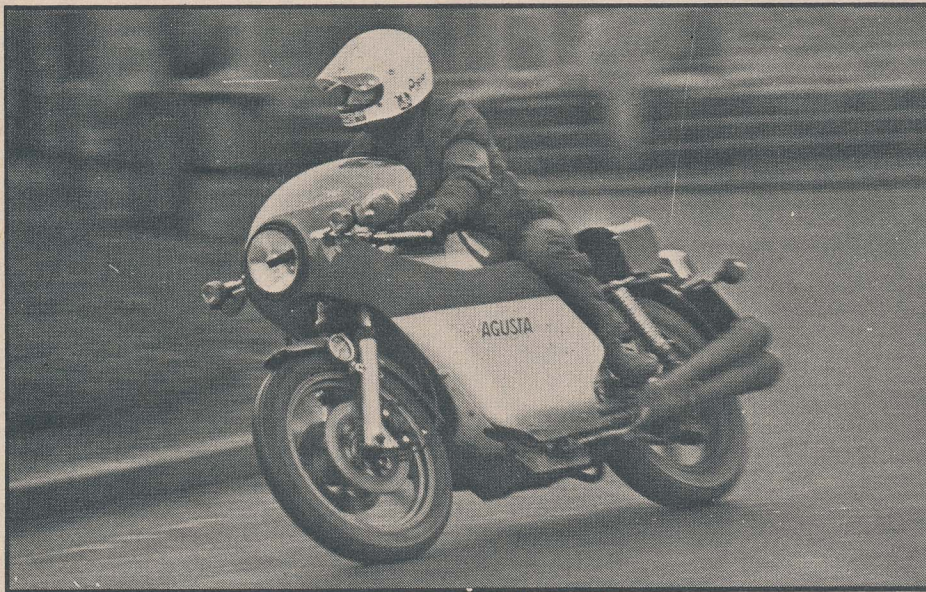
The sleek lines of the MV are helped by the slim fairing to make it one of the nicest-looking machines ever. Better still it is very comfortable both on the open road and, amazingly, in heavy traffic it was as easy as a sit - up - and - beg lightweight. The handling and low-speed stability were so precise that, using the mirrors as a width gauge, the big MV could be slid through minimal gaps feet up (there was nowhere else to put them anyway). A touch of throttle would have the bike leaping through gaps before even the

The 100 mile run to the test track was pretty well documented when we used our Honda 750 for a series of fairing tests, and we used the same route for the 750 Triumph last month. Most of the journey is dual carriageway or motorway and, accelerating on half- to three-quarters throttle, changing up at 5000 to 6000 and cruising at legal limits the MV gave an incredible 68 mpg. This compares with low to mid-fifties for the Honda and 48 mpg for the Triumph under virtually identical conditions of traffic, weather and speed.

The MV's economy was so astonishing that we checked the speedometer very carefully — the recorded figures were accurate to within 1 per cent.

Everyone throws up their hands, or their lunch, in horror at the MV's price, £3,765 in the faired and alloy-wheeled state, so it was surprising to find such economy on a bike where it can't really matter anyway. A rough calculation showed that it would take a mere 500,000 miles for the MV to pay for its £2,000 price deficit . . .

By now the MV had completed several hundred trouble-free miles and had convinced me that it is basically a superb



most experienced taxi driver could shut the door.

The flaw was the clutch, which I'd already found to be fairly fragile and the risk of being caught at a standstill, in gear, was enough to make me shy away from traffic. But once I'd got into the habit of slipping into neutral as soon as the road speed got below 2 mph, all was well — so well that I deliberately headed along a rush-hour Edgware road, to see how the MV coped. It actually got through gaps that a 200-Honda rider swerved away from and easily beat several lightweights in the three-lane, traffic light slalom.

We went back to the track. The run along the A1 had suggested that the MV could be economical, although we hadn't worked out any figures at this stage. It seemed that the powerful, high-g geared motor was at its optimum at 70 to 80 mph. For this kind of motorway cruising it needed enough throttle to get the carbs up on to the needle jets, yet the motor was only turning at a leisurely three to four thousand.

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machine but there was always the nagging doubt that some silly little problem was going to let it down. I was already carrying spare light bulbs and not risking the use of a full tankful of fuel, filling up every 130 miles whereas the signs were that it should have a range of over 200.

On the way down to the track the front brake progressively lost power and the lever eventually came further and further back. The reservoir cap had unscrewed about half a turn and fluid had leaked forth.

Because the master cylinder is the highest point in the system I found I could top it up and bleed it by gently moving the brake lever, finding the point where the cylinder emitted bubbles and then slowly pumping the lever about this point. It worked and the brakes again assumed their very powerful role, nearly as powerful as those on the Z900 and quite capable of locking the front wheel. The cast iron discs rust badly — unsightly rather than causing any damage — but they work in rain.

MV 750S AMERICA SPECIFICATION

ENGINE: DOHC, in-line four, ignition by single cb and coil with Bosch distributor, Bosch 12V DC starter/generator, wet sump lubrication.

displacement 790 ccm
 bore x stroke 67 x 56 mm
 compression ratio 9.5:1
 claimed output 75 hp DIN at 8500 rpm
 47.9 lb ft at 7500 rpm
 carburettor four Dell'Orto 26 mm

TRANSMISSION: gear primary to five-speed gearbox via multiplate clutch. Final drive by shaft and bevel gears.

primary reduction 1.75
 secondary reduction 1.066
 reduction at rear wheel 2.666
 gearbox ratios: 2.38; 1.69; 1.28; 1.11 and 1.00

CHASSIS: hydraulically operated disc brakes front and rear (optional) or rear drum brake.

front tyre 3.50 x 18 Metzeler
 rear tyre 4.00 18 Metzeler
 wheelbase 54.7 in
 ground clearance 6.3 in
 seat height 33.5 in
 dry weight 518 lb
 test weight 562 lb

PRICE: inc. VAT basic £3187
 plus alloy wheel, rear disc £3617
 plus fairing £3764.74

The brakes and steering complement the superb performance. The motor seems to fall half way between European and Japanese ideas of power output. The Europeans concentrate on getting a lot of pressure inside the cylinders, resulting in an almighty kick when you open the throttle. Japanese engines develop less pressure but use more rpm — giving smaller kicks but more of them. The MV doesn't quite have the punch of a Ducati, Guzzi or Norton but there is still enough there to let it pull a high, long-legged gear and still have presentable acceleration. It also spreads its punch over a wide range of revs; using it up to 6000 gives more than enough performance for road use; letting it howl up to 8000 or 9000 has the power flooding in so fast that the rider needs a lot of room to be able to keep up the pace. At the second test track session we got it up to 118 mph and it was still accelerating.

But that was with some effort on the damp road surface and because it was grossly over-g geared we couldn't expect a lot more. The potential is there for perhaps 125 mph, but the MV is geared to pull 135 at peak rpm. More to the point, it will howl up to 110 with no effort from the rider; taking it to peak revs in fourth and getting behind the screen gives the extra.

Acceleration was equally impressive because the machine just isn't set up for standing start performance. It is high-g geared — bottom gear taking it up to nearly 60 mph — and we only used the first three gears for the standing quarter. We did three runs, with a best time of 13 seconds/100 mph, and didn't try any further because we didn't want to damage the clutch. We already knew it wouldn't take a lot of abuse and a fine degree of control was necessary to get the MV under way. Too little throttle let the clutch bite hard and the motor bogged down, too much had it screaming away with the risk of tearing the

VAN VEEN OCR 1000: £5,500 "JUST A SPECIAL"

clutch apart. Balancing power and drive somewhere between these two would have given the best take-off but we settled for easing the MV off the line and getting power on as soon as the clutch was home, losing time in the process. The way it flew over the rest of the quarter-mile, getting up to 100 mph in the process, points to the kind of performance the MV has to offer.

The gearshift could be notchy and it was easy to miss a gear, particularly down-shifts, if the rider tried to hurry it through. The suspension was a bit too harsh for country roads but gave a superb high-speed ride and handling, the Metzeler tyres giving positive feel when the bike was heeled right over. The only fault we could find at the track was a tendency for the front wheel to wander in high speed curves, the feel to the steering would deteriorate and the bars would turn slowly a few degrees from side to side.

While we were getting anything from 50 to 63 mpg on the road, depending on the conditions (50 mph lanes were, ironically less economical than 70 mph motorways), the consumption dropped to 31.6 mpg at the track. This figure compares with our Honda; for slightly more performance the MV was giving roughly the same consumption and if the gearing had been right for optimum performance it would undoubtedly have been better. For main road cruising and fairly fast touring the MV gave much better fuel consumption by about 15 miles to each gallon.

Another difference was that while the Honda needed some time to get used to it, and then really needed some work doing to get the riding position just right, the MV was the kind of bike you could jump on, feel right at home immediately and just roar away.

The bike had run very well and reliably since the early problems, but this wasn't the end of its troubles. On the last day the rear brake failed — the master cylinder seemed to have seized, and then the gear selector spring broke. In mitigation we should point out that the MV was run in the worst possible conditions of rain, ice, snow and tons of salt on the roads so it isn't surprising that some degree of havoc was played with the already fragile electrics and cycles parts.

The faults would be annoying enough on any machine but on one costing £3,765 and which had been set up by a factory mechanic specially for the test, any kind of a snag is intolerable.

We'll have to assume that anyone wanting to run the MV regularly and reliably would have to make sure it was meticulously prepared and got frequent, careful attention.

Once our test bike was running it went extremely well; everyone who rode it remarked on its styling, comfort, performance and good manners. It has to be one of the prettiest big bikes around, the sleek lines of the fairing doing a good slimming job while the riding position is comfortable and the handling so precise that you can forget about the 560-odd lbs and the 75 bhp pushing it along.

Road or track, town traffic or out in the country, the MV was a superb machine to ride. It felt right in all conditions and despite the fact that we had it in some of the worst weather, everyone got very enthusiastic about riding it. It's a crying shame that certain crucial points are too unreliable so maybe it's fortunate that I can't afford to be able to cry over them.

JOHN ROBINSON



SCHEDULED to be the most expensive motorcycle in production, the Van Veen OCR rotary is meant to be available from May, and the price is likely to be £5,500.

The Dutch concern have been making promises like that since the first model appeared back in 1972, but this time they do seem a little more serious about the venture, allowing us to ride the machine and display it on our stand at the Racing show. They are also looking for a sales outlet in this country although they seem rather vague about just how the big motorcycles will be sold and serviced.

Van Veen is the Dutch importer who handles Kreidler mopeds — and Johnson outboard engines, both fairly lucrative business in Holland — and is very keen on rotary engines. The first attempt back in '72 was a Mazda engine which was meant to fit into a Moto Guzzi frame and the idea was that the whole conversion would be available in kit form. Since then the thing has grown and developed, making appearances at the Cologne and Amsterdam shows, until now it appears as a complete machine.

The current chassis was designed by Jaap Voskamp, who is responsible for the Kreidler

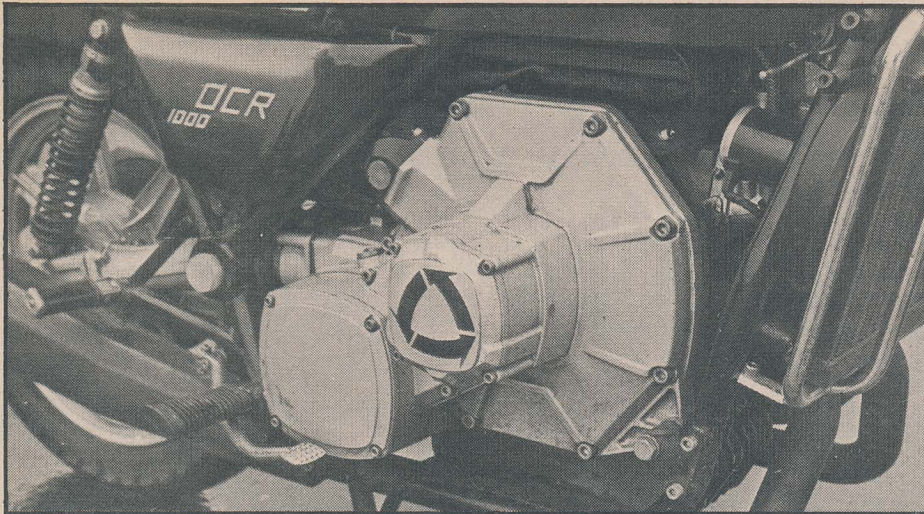
racing frames, and subsequent development work was done by Joep Broekmans. Koni are developing the rear suspension and the front forks feature Koni gas damping and coil springs to a Van Veen design. The four-speed gearbox was designed by Porsche who also tested the shaft-drive which was designed at Duderstadt in W. Germany.

This is where the factory is which builds the machines to Van Veen designs and specifications. The motor they are now using in the OCR (oil cooled rotor) is built by a subsidiary of Citroen. The machine itself is big, weighing an admitted 562 lb, while the twin rotor engine, rated at 996 cc, depending on how you calculate the displacement of rotary piston engines, produces power in the order of 100 bhp at 6000 rpm. They claim that by modifying the peripheral ports and fitting a twin-choke Weber carburettor that it is possible to get the output up to 150 bhp. They also claim a maximum speed in excess of 120 mph, despite the very tall riding position.

Having ridden the bike I can well believe that it would steam up to something in this region. Our day at the track was too wet for us to get a realistic top speed but even so the Van Veen blasted easily up to a true 105 mph

MOTOR CYCLE MECHANICS

VAN VEEN OCR 1000 SPECIFICATION



ENGINE: Comotor twin rotor, water-cooled with additional oil cooling. Pressure feed lubrication plus oil injection.

total chamber volume.....996 cc
carburettor.....32 mm Solex DDITS
ignition.....electronic Busch-Jaeger/Hartig
claimed output.....100 hp at 6000 rpm
98.5 lb ft at 3500 - 5000 rpm

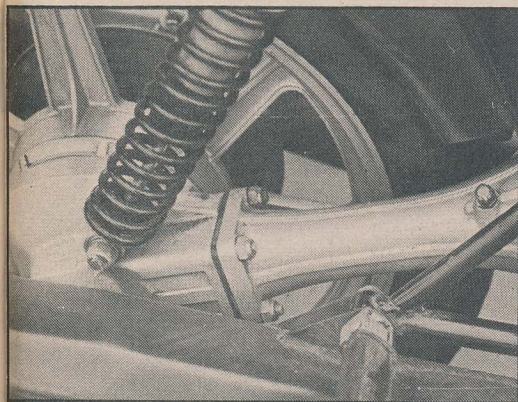
sump capacity.....8.75 pint

TRANSMISSION: four-speed gearbox driven through hydraulically-operated, dry, four-plate clutch. Final drive by Cardan shaft with CV joints and bevel gears.

gearbox ratios:.....2.35; 1.61; 1.10 and 0.88

CHASSIS: gas/hydraulic damping on front and rear suspension, light alloy swinging arm, MIG-welded frame, hydraulically-operated stainless steel disc brakes, front and rear.

front tyre.....110/90-V18 Pirelli
rear tyre.....120/90-V18 Pirelli
weight.....562 lb
fuel tank capacity.....4.75 gal



TOP: Citroen developed the OCR engine.

CENTRE: Shaft-drive and Koni shocks.

BOTTOM: Tall steering and massive silencers.

just by winding the throttle open down the straight.

It feels enormous when you climb on to it, an impression exaggerated by the tall steering head, the instrument cluster which continues the upward sweeping lines and the big, wide handlebars. The deep bleat of the exhaust doesn't even ruffle as you snick it into gear and feed home the clutch. As soon as the mass of the machine eases forward the big, heavy feel changes — it's as if you are now sitting in the bike and the weight is on your side and if anything it feels more protective than cumbersome.

The fat Pirelli endurance - racing tyres stick determinedly to the road, the brakes are strong enough to haul the machine back to sensible speeds after experimental tweaks of the throttle have confirmed that 100 bhp is not a wild claim and the suspension gives a comfortable ride with no crazy lurching.

A wet track is not really the place to enjoy such a machine as this — a sunny autoroute with the promise of even more sunshine at the other end is where the Van Veen would really score. With a screen to keep the wind and the flies off this bike would be the most effortless ever; the only effort it needs is dragging it sideways out of a parking bay and, of course, the effort of raising the cash in the first place.

Apart from a characteristic stutter just below 2000 rpm, the motor responds ultra-smoothly and once above walking pace the bark of the exhaust is lost to the rider — the faster it goes the smoother and quieter it seems to get and power appears to be instantaneous.

The four-speed wide ratio gearbox is all the motor needs, but doesn't make for pleasant riding. Each downshift has to be co-ordinated carefully or else the back wheel will be sent into a flurry of hops and skips. Gearchanging and general manoeuvrability were spoiled by the Honda twistgrip which has too much movement and is sloppy at low throttle openings, while the motor itself is hesitant and has poor throttle response at very low speeds.

In general the ride is good, the Van Veen ploughs along quickly and comfortably, the only faults being a tendency to nod and weave in long fast bends and too strong springs in the front forks which passed even mild bumps straight through to the rider.

At first I found that the machine felt insecure in corners but then discovered that like

the Gold Wing, it was more stable if it was steered on the handlebars rather than physically leaning it into the bend. It also seemed better if I kept my body more vertical and pushed the bike down into the turn, but with such a heavy machine you can't look for racer-like handling.

As one man's idea of motorcycling perfection the Van Veen has to be more of a monument than a production motorcycle. I think they've gone in the wrong direction but anyone who likes this kind of motorcycling may well think the Van Veen is the ultimate. And if they can't afford it, they'll just have to make do with a Gold Wing or an RE5 at one-third of the price! On the subject of costs, the fuel consumption varies from 7 to 10 km per litre of fuel; in English that is 19 to 28 mpg.

It could be a marvellous long-distance tourer, in which case it needs a screen and preferably a built-in fairing, which I gather is Van Veen's next step. The disadvantage is always going to be the fuel consumption of the big rotary which is going to restrict its range to about 130 miles and that is with the most careful riding. Using the motor's superfluous power would shorten fuel stops to under 100 miles.

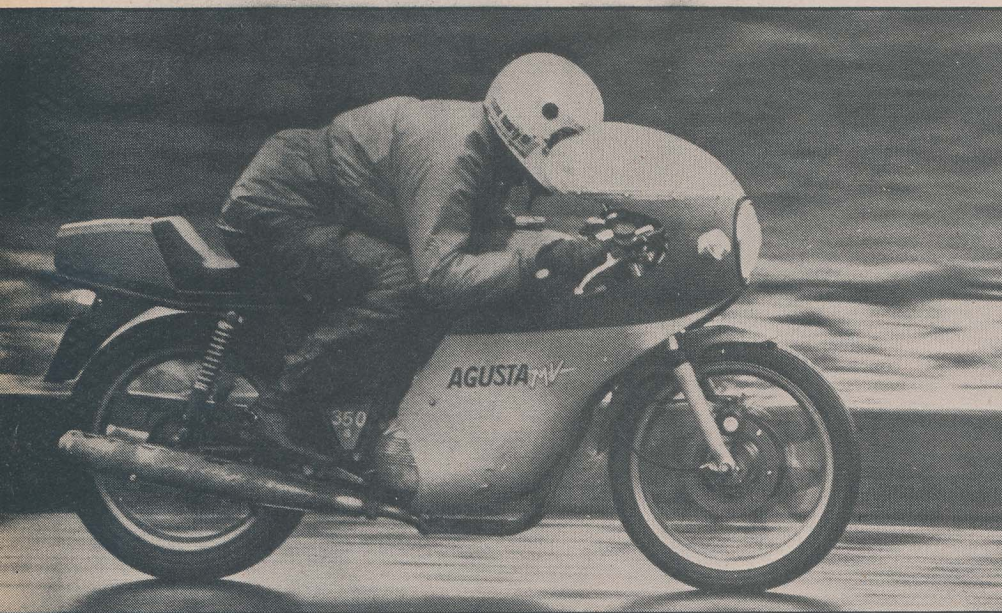
The huge chassis is surprisingly light to handle and it can be manoeuvred easily in tight, restricted areas, making the Van Veen as docile in traffic as it is comfortable on the highway.

To me it is still just a special, admittedly a well-thought out, very well engineered machine, but still a special of more interest to its makers and and to a handful of people who think the same way. The specification shows the way Van Veen thinks; the OCR is equipped with electronic ignition, hydraulically operated clutch, electric fuel pump, light alloy swinging arm and stainless steel exhausts. For lovers of big, refined animals the OCR is just the thing to inspire a search for large amounts of collateral.

JOHN ROBINSON

MV 350 SPORT: £1,390

"HANDLING IS IMPECCABLE, BUT..."



WHILE the first 750 was going through its throes of breaking lights and starters, the little 350 twin was running quite happily. The first day at the track had been pretty miserable, the weather and the frustrating problems on the 750 making us concentrate more on the agile 350.

The twin feels much smaller than it really is and, with less power to upset things, the handling is impeccable. Even riding round the circuit in the rain, the twin could be chucked about safely.

Gearing seemed about right for its output, possibly a bit down on comparable Japanese bikes but the fairing cancelled this out and gave a top speed of just 100 mph. The standing quarter of 14.6 seconds and the relatively low terminal of 80 mph give some idea of how easy it was to get the MV off the line. The standing start tests overheated the clutch so that it refused to disengage temporarily.

The MV's riding position was excellent, even though the bars looked all wrong, and after a few laps around the test track the outstanding handling and rock steady feel of the bike persuaded me to try something I had never even contemplated before. Cranked over at 70 mph in one curve I took my hands off the bars and the bike continued on line as if on automatic pilot.

Riding more conventionally the 350 would ignore bumps and ripples in the bends and would keep up with the 750 MV because it could be held on full throttle and didn't have to slow for the corners. I never did find the limit of the machine's cornering ability, mainly because the bike was quicker through the turns than I was. Back from the track the 350 MV was faced with its first night time ride, and it was here that it showed a clean pair of Achilles Heels.

It is reassuring to find that in this ever-changing world, you can depend on some things; like BMW's gearbox clunk, MZ's slippery tyres, and the inevitable unreliability of

Italian electrics. In maintaining this long-standing Latin tradition, MV have excelled themselves. Setting off for the 30 mile ride home, I discovered that the main beam filament had already blown, and the front near-side indicator didn't work. Still, the rear lamp bulb had been replaced the previous day so I set off on dip beam in reasonable confidence.

It is surprising how quickly confidence evaporates when the last remaining headlamp beam blinks out when you're fully committed in a bend at speed.

That I am still around to tell the tale is largely due to the bike's powerful disc brakes and the Metzeler tyres sticking to the wet road with the brakes hard on and the bike cranked over. Having slithered to a stop on the offside verge, I then discovered that the rear light bulb had blown as well. Distance travelled: seven miles.

Having collected the bike next day from the friendly farmer who looked after it overnight, a quick run over the bike's electrics revealed that they appeared to have been tacked on as an afterthought, although in fairness to MV much of the trouble was caused by poor preparation of the bike.

Much more serious, and completely unforgiveable was the lack of a battery breather pipe. The tiny blanking tube fitted to the battery in manufacture to stop dirt getting inside was still pushed over the breather stub, and the pent-up gases burst out with a hiss when I pulled it off. Why the battery hadn't already exploded and showered the whole bike with acid I don't know, but having seen the effects of such a catastrophe before, I wasted no time in fitting a breather pipe.

I couldn't get into the headlamp to inspect the bulb without a lengthy piece of dismantling work because of the fairing, but the rear filament was burnt rather than broken through vibration so it is fair to assume that an electrical power surge had done the damage.

On the subject of vibration, the MV buzzed

quite badly at high rpm, and as that was where the power was produced it meant numb hands and feet after a long journey. Fair enough, the bike is not built for touring, but a problem such as this does seem a little unjustified for £1,390.

At tickover the motor clattered like a bolt in a bean can. I put this down to a badly adjusted cam chain — then discovered that the valves were pushrod operated! This came as a bit of a shock after taking the engine to 10,000 rpm in the gears on the acceleration runs and speaks well for the motor's unburstability.

The gearbox was a little bit clicky on selection, but the ratios were well chosen.

The MV looks fabulous, or funny, depending on your taste. A very slim, sleek and low roadbike with full racing fairing, clip-ons and humped seat, it looks as if it's doing 100 mph while still on the centre stand. Overall finish was only average and while paint and chromework looked very smart to begin with, it showed signs of deterioration after several days on the salty wet roads of January.

In material terms there is no way that this motorcycle can be worth £1,389.72, and while its handling is undoubtedly better than its contemporaries, there is very little else to make it stand out from the crowd. Perhaps its rarity will be the biggest attraction to a rider looking for a middle weight with a difference. **BOB GODDARD**

MV 350 SPORT SPECIFICATION

ENGINE: Four stroke twin with push-rod operated overhead valves. Twin 24 mm Dell'Orto carbs. Wet sump lubrication with gear pump. Lighting by flywheel generator and battery. Electronic ignition.

displacement.....	349cc
bore x stroke.....	63 x 56.2 mm
compression ratio.....	9.5:1
claimed output.....	40 hp din at 8,500 rpm
	21.3 ft lb at 7,500 rpm

TRANSMISSION: Gear primary to five speed gearbox via wet multiplate clutch. Final drive by chain.

primary reduction.....	2.33:1
secondary reduction.....	2.8:1
gearbox ratios:.....	2.87; 1.91; 1.33; 1.06; 0.94

CHASSIS: Telescopic hydraulically damped front fork, and swinging arm with adjustable damped shock absorbers. Twin hydraulic disc front brake and single hydraulic rear.

front tyre.....	2.75x18 Metzeler
rear tyre.....	3.25x18 Metzeler
wheelbase.....	51.6 in
ground clearance.....	5.75 in
overall length.....	77.6 in
overall width.....	26.4 in
overall height.....	38.2 in
seat height.....	30 in
dry weight.....	352 lb
fuel tank.....	5.2 galls
oil sump.....	4.84 pints
list price inc vat (basic).....	£1299
inc fairing.....	£1389.72