

MGNE@rogers.com

# MOTO GUZZI

*News Express*



*Merry Christmas!*



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### COVER PAGE

Moto Guzzi

V7 Classic

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# MOTO GUZZI

## News Express



That's it. Winter is knocking at our doors and it is time to park the bikes and engage our hibernation mode. Hope you had a great year. Mine, was quite hectic on all counts. I could not do all the rides I had planned to do but I still had a fantastic year even though I lost a dear family member so close to Christmas.

The newsletter is finally where it was supposed to be. And next year will bring the final cover page layout as you can see on page 12.

Again this year I was caught in a debate where it was all about political correctness. Lets face it folks, to me, a spade is a spade and there is no other way of calling it. I am getting old and I am set in my own ways and I am fed up of this bullshit. I was glad to noticed that on the other side of the globe a younger lad had the perfect description of this crazy trend, here it is:

*There's an annual contest at Bond University, Australia calling for the most appropriate definition of a contemporary term. This year's chosen term was "political correctness". The winning student wrote:*

*"Political correctness is a doctrine, fostered by a delusional, illogical minority, and promoted by mainstream media, which holds forth the proposition that it is entirely possible to pick up a piece of shit by the clean end."*

The most truthful words ever spoken. Well, now that I got that out of my chest, I feel much better. At least you know what not to talk about next time you will see me...

Christmas is coming, I feel it, I can even smell it all around. People are trying to bring back the old fashion Christmas in stores and restaurants. It was about time. It's funny, because it is probably one of the rare celebrations that brings people from different backgrounds together. Some of my friends who are Jews and Arabs just love that time of the year. The colors, the joy and the decorations apparently make them feel good.

It is also a time when you share and give. So like they use to say in the old days: *charity starts by yourself*. Go to your favorite motorcycle shop and treat yourself; no idea as what to buy, the red pages at the end of the newsletter might give you an idea or two...

Before signing off for this year, I would like to thank you all for your friendship and support. To my surprise, I got an award plate this year. It came in at the right time to cheer me up when I was down...

Merry Christmas to you all! Ed.

*Pat Castel is known for his involvement with the MOA organization as well as his Editor position in many past and present club newsletters. He began riding five decades ago and spent his youth surrounded by BMW, Moto Guzzi, BSA, Motobecane and Peugeot motorbikes and remains as much in love with motorcycles as when he first got his first 49cc Mobylette.*

## Phil's column



Hello again everybody, season's greetings

Well, I'm sure everybody except Filippo and Nick have put their Guzzis away for the winter now, so all that's left for most of us now is to ruminate on this season's riding, look after our bikes and make plans for next year.

Personally, I've had what I consider a good year, even though I started with three bikes and finished with two, one in the basement in pieces and one back in the shop to fix an oil leak. I've only been to three rallies this year, but I've ridden about 15,000km on four bikes and in one of the wettest summers in recent memory I haven't gotten soaked too many times and I also bought a new Guzzi. I hope your riding season has been as good as I think mine was.

We've got plenty lined up for next season and hopefully we'll get the events calendar on the website soon.

We'll be starting the riding off with our breakfast in Elora in May, then on the first weekend in June we're hoping to repeat the great weekend that we had this year staying in Clear Lake Cottages and riding around the Rideau lakes area. Then we have the two New York rallies, the first in June in Westfield, western New York, and the second in Mountain View in the Adirondacks in July. In 2017 I was hoping to go to the Michigan rally, the week before ours, but unfortunately that didn't work out, but it's back on my list for 2018 and also I'm planning on doing the Wawa, Chapleau, Thessalon loop on the way from Michigan to Lavigne for our rally. There are plenty of other rallies throughout the States within fairly easy riding distance during the summer. so there's certainly no shortage of places to ride if you've a mind to. The Ohio and Kentucky rallies are ones I've been trying to get too, maybe 2018 will be the year. Unfortunately the MGNOC 2018 National Rally is a one day affair in Seattle, Washington, so that's probably out of the question for most Ontario riders, but it's well within Shaun's local area, maybe he'll give us a report! Also, we will be having monthly breakfast/brunch/lunch meetings through the winter so that everyone can keep in touch.

This year, the Ontario rally was a great success, hopefully after the people who didn't come this year read the report they'll decide to come in 2018. Really though, the rally is getting better and better, with more people coming each year, yet we still haven't outgrown the friendly, family atmosphere. Carole and Rodney at the Joli Voyageur are very happy with the way the 2017 rally turned out and are planning on making 2018's event even better.

We will be having events every month next year, so hopefully we'll see you all sometime during the year. Ontario is a big place, so it's virtually impossible to organize events that everybody can attend, but we'll try and spread them out so most people can participate at some time or another. One new thing we are hoping for in 2018 is a ride around the Point Pelee region, and the Ganaraska/Rice Lake run has seemed to be fairly popular for the last couple of years, so we'll probably do that again.

Also, we are hoping to have the Club stand at the Spring Bike Show at the International Centre next year, so we will be requiring volunteers to bring bikes and/or man the stand. In 2017 we had a good turnout of people and bikes and we put on a very good show. We now have 114 members on our Yahoo group page. All the time we are coming across people who are new to Guzzi and the show is a great opportunity to get the word out there and to meet old friends and make some new ones. It's on April the 7th and 8th in 2018, so please think seriously about coming along and helping out.

Well, I hope you all have a great Christmas, Hanukah, Diwali or whatever is your choice, and I look forward to meeting you all again somewhere in 2018.

*For the past twenty years, Phil Tunbridge has been the man behind the Ontario Guzzi Riders club. His dedication to the club and involvement in the annual rally allowed for the club to survive and grow.*



# MOTO GUZZI

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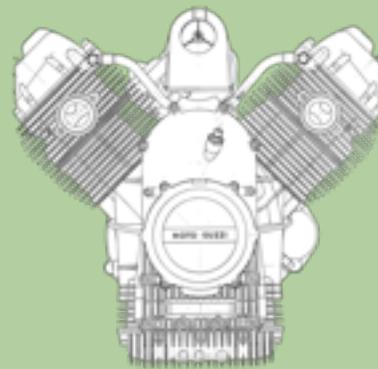
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*'Ritmo Veloce 850'*  
*Mojo Guzzi California*





## **'Ritmo Veloce 850' Moto Guzzi California**

*by Martin Hodgson*

There are roughly 6500 unique languages spoken around the globe today. More than a billion people speak Mandarin, while many others languages have just a thousand native speakers. But wherever you go in the world, the language of Moto Guzzi fans is universal. While Ducati might be the king of Italian bike makers these days, Guzzi is arguably more important to the nation's two wheeled history. Just ask any Guzzi fan and whatever the language they speak, their hand gestures will leave you in no doubt. The V configured engine, the unique engineering and the mechanical beauty of indestructibility sings a sweet song to many an admirer. But for all those who love Guzzi's, very few can build a custom from a Lake Como creation like Filippo Barbacane of Officine Rossopuro in Abruzzo. This, his latest masterpiece, is known simply as the Ritmo Veloce 850.

While everything sounds better in Italian, Ritmo Veloce essentially means fast pace and generally is associated with music. So at first glance it may seem strange that a bike destined to be a racing steed started life as a bulky '70s Moto Guzzi California T3. More a

highway machine than twisty track terror, Filippo however saw in it two ingredients that make for speed.

The genius Tonti frame that was far superior to almost anything of the time, stiff in construction and generous in feedback. Matched up beautifully to 850cc of V-Twin torque that'll pull like a freight train in any gear. For Filippo the name became the design philosophy "The name Ritmo Veloce commemorates its nature, a bike built to go fast, with a precise Tonti frame, with more modern and better suspension and tires."

But with a wet weight of 263kg there would be nothing fast paced about this ride until the old girl was put on a serious diet. You can bet the enormous windshield and panniers were the first to go as both weigh a ton and look horrific. But the rest of the weight would have to be shed carefully; there would be no hacking up of the Tonti frame as many do.

From the start Filippo was determined to create a truly custom motorcycle, radically repurposed but without preventing him from returning it to factory spec should he ever wish to do so. Given the historical importance

of the T3 to the Guzzi lineage it makes perfect sense, while also causing some headaches along the way.

However remain stock, the tank does not. As a self-confessed lover of Guzzi's of this era if one thing let them down for me it was the fuel tank design. But Filippo has taken a design fail and turned it into one of the most impressive pieces of metal reworking you are ever likely to see. From the incredible flowing lines of the knee dents, to the increased aggressive profile of the tanks shoulders. Every change he has made is nothing short of perfect. Even constructing a recess for the gauge takes nothing away from the tanks design while further cleaning up the front end.

While moving rearward the decision not to cut the frame might have provided some restrictions it did nothing to reduce the symmetry of the tail section. Simple and seamless, the low height hump allows the centre of the bike to bear the bulk of the mass. The seat itself takes many of its design cues from the original model right down to the way it's stitched, but is anything but standard in fit and finish. The rear hump holds an integrated tail light and when matched with the smooth front headlight housing keeps the lines ultra-clean.

If you look at the spec sheet of the California T3 and conclude the engine is a heavy lump that makes not a lot of power you've missed the point. A Guzzi has to be ridden to be understood, it's all about torque and not interested in racing show ponies of the HP kind. Even in stock trim packing all that weight the stock engine would pull it to an effortless 200km/h. But more impressively with 100,000km on the clock when most engines have called it a day the Guzzi is just bedding in. For Filippo this is one of the key attractions of the brand, "I do not like motorcycles that are only beautiful to look at but then cannot be used to travel many kilometers."

So to ensure the fast paced 850 could keep going for years to come without a hiccup or a hitch he pulled the motor down and gave it a thorough rebuild. With the engine out the bulletproof drive train, consisting of the transmission and shaft drive assembly was also refreshed. Before the whole lot was cleaned, buffed and polished to show off its broad-shouldered magnificence. Cylinder head guards protect against a fall and the carbs have been re-jetted for the major change to come. In conjunction with Mass Moto a stunning exhaust system was built specifically for the bike, with internal baffles ensuring the pipes are left to stand out on their





own and soak in the generous applause they deserve.

Making the bike handle and stop was a key part to the design criteria, as fast pace is all well and good until you get to a corner and can't slow down. But it's here that Filippo received some assistance from the original designers as the later T3 model indicates the fitment of 3 disc brakes, two front and one rear. But a good thing can always be improved, lighter discs and alloy support for the rear caliper further improve stopping power. While the lacklustre factory rear shocks that always let down the terrific Tonti frame have been swapped out for fully adjustable Marzocchi units.

With the hard graft taken care of the final aspects of beautifying the T3 took place with a constant eye on staying true to the theme. The colour choice is not only a period selection, but perfectly shows off the skilful metal work it coats. The handlebars were custom-made to suit the lines of the bike, low and close to the body, there is no line that appears out-of-place. Finally the wheels were re-laced to 17in rims that allow for the fitment of modern tubeless tyres and the 160 section on the rear makes a statement all of its own. In creating a sharp handling hauler Officine Rossopuro have more

than lived up to the Ritmo Veloce 850 name, but the fact it looks fantastico just standing still shows when it comes to Guzzi's, Filippo has all bases well and truly covered. Bravo!





## A few word from Felippo the designer behind the RITMO VELOCE 850

*This motorcycle comes from an old Moto Guzzi California T3.*

*The name RITMO VELOCE(Rhythm Fast) commemorates its nature, a bike built to go fast, with a TONTI Guzzi frame (always precise and stable) with more modern and better suspension/tires allowing for a "Ritmo Veloce" on the mountain roads or highways.*

*The idea was to have a very special classic but at the same time with the most modern solutions and with a sporty and compact look. That is why the first decision was to use the 17" wheels, with the rear rubber increased to 160. In addition, the spoked wheels are a new patent, which involves the use of old Guzzi hubs to make Tubeless spoke wheels aluminum. This has naturally resulted in the construction of a rear swing arm increased.*

*The second thing was the fairing of the front fork, which might give the front design low and full appearance. Entire body then followed this idea, trying to keep the compact motorbike, with convex curves and beautiful lines filled.*

*One very important thing that I was aiming was to not make structural changes to the frame. Being the T3 California a motorcycle of great historical value, however, I wanted to keep the possibility to replace the bike to its original state. That said, to make it appear the short bike*

*it is without cutting the frame, I redesigned the rear of the bike.*

*Even the construction of the tank and side panels is designed so as not to make structural changes to the original T3. The instrumentation was incorporated inside the tank.*

*The headlight housed in a specially constructed fairing has allowed to have a very compact and clean line, for this reason also the handlebar has been specially constructed so as to hold the line of the motorcycle very low.*

*The engine has been completely cleaned up, some parts polished, the same for the gearbox and the shaft-drive. Bikes are not made to be beautiful, they must also be ridden.*

*Even the exhaust was modified on my design specifically for this bike, with the collaboration of MASS Moto. The exhaust is homologated as a legal muffler with the appearance of two drag pipes, giving you the sound and performance we were looking for.*

*Gas adjustable Marzocchi rear shock absorbers, support rear caliper in aluminum, aluminum motor mount, lighter 300 brake discs, a leather handbag and many other details complete this bike.*

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# MEMBER PROFILE

N° 007



## IDENTITY

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## CLUB

Position: Prospect  
Member since: 2015

## MOTORCYCLE

Brand:	Guzzi	Guzzi
Model:	Audace	California
Year:	2016	2009

I'm a late comer to the motorcycle world, two year ago at the age of 61 I bought my first bike, a Vespa GTV 300.

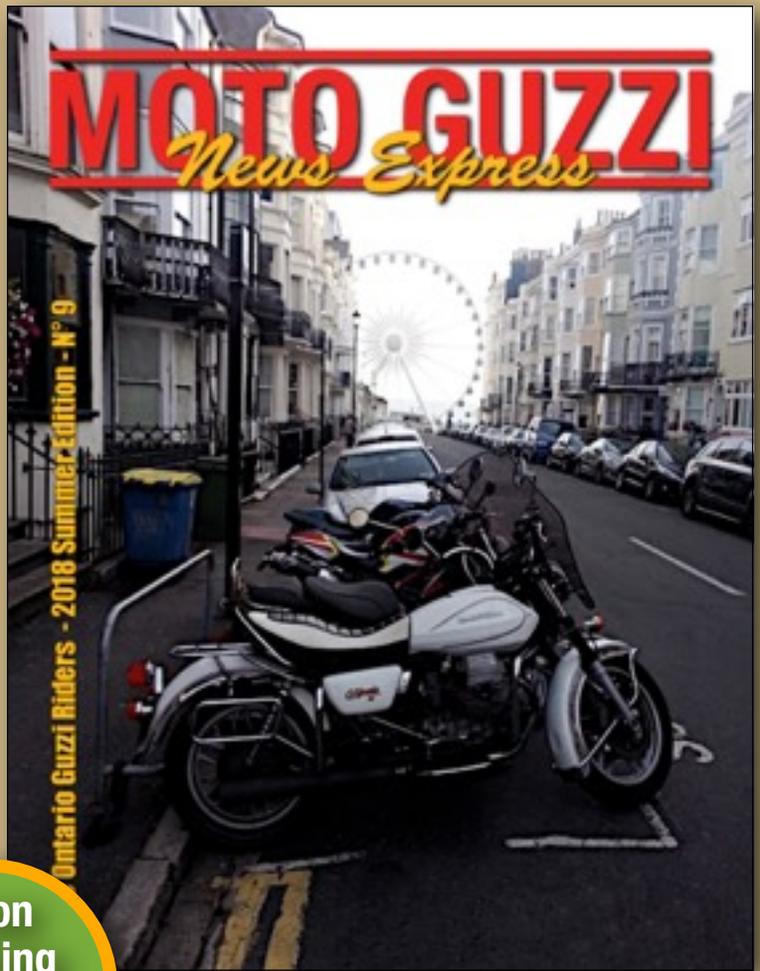
At the time I didn't have a clue what Moto Guzzi is, but riding my Vespa soon became obvious it was not quite enough. Nothing wrong with a little Vespa, great around the city, plenty of storage, twist and go, hardly any reason to complain... except when riding on the highways. Very small wheels, not very aerodynamic by design, at speed over 100kph the Vespa was not very pleasant to ride.

It was pure luck when I bumped into a website which presented the best motorcycles of 2014, and the California 1400 Touring and Custom were listed. The Custom was an instant love affair... which was a bit complicated when Moto Guzzi release the Audace a few months later.

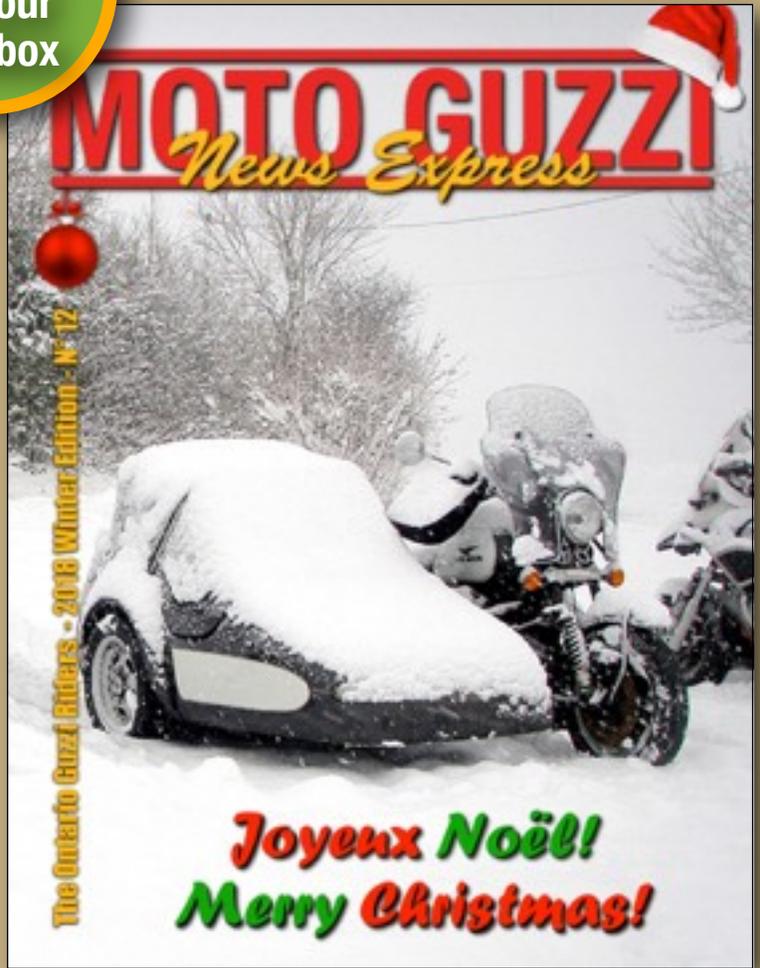
Well... this is life and I couldn't have both so I choosed the Audace. I am very happy with my selection but... realistically, what kind of impressions would you expect from a man who never sat on a bike bigger than 300cc (278 cc to be precised). It was a very powerful experience riding my first real bike home from the dealership. Everything was like on steroids, brakes, throttle, handling, weight, etc.

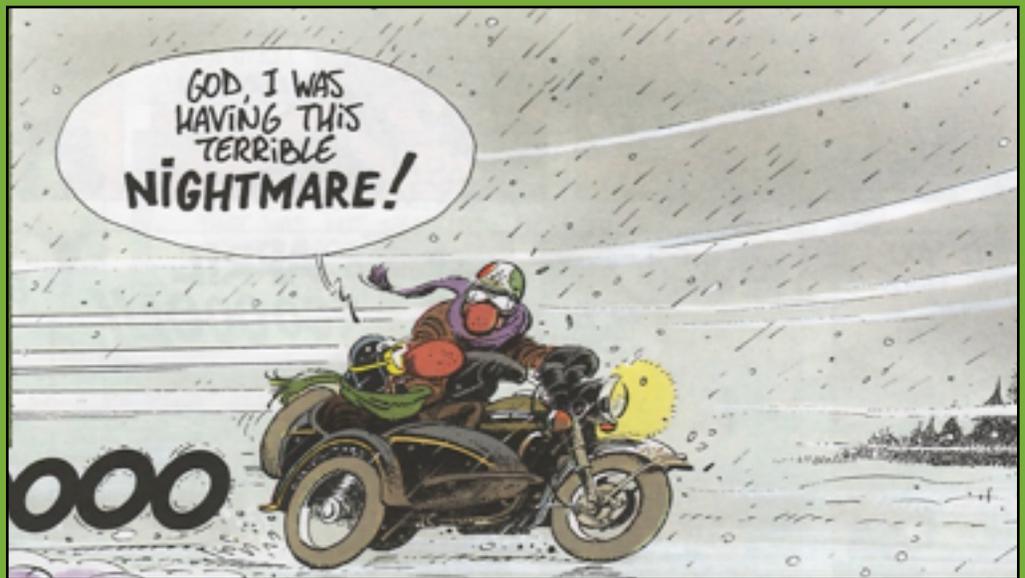
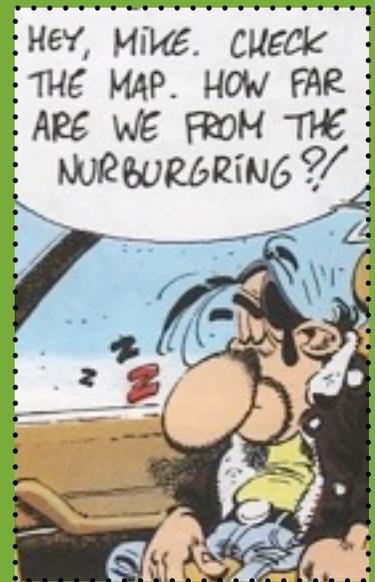
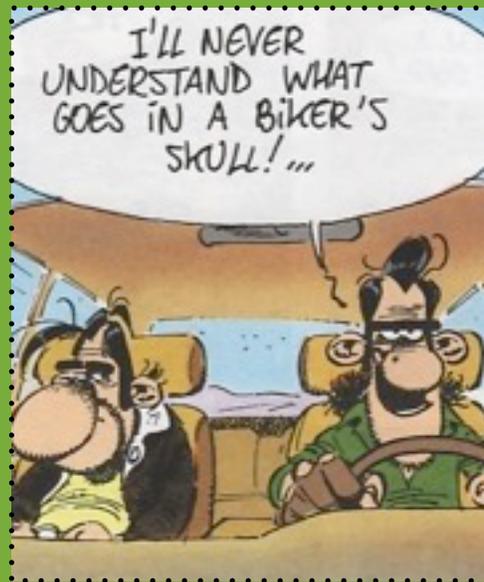
I really loved the experience of riding a big bike and three months later I decided to buy another one, a 2009 California Vintage. The main reason for buying Calvin was the look and the sidebags, my Audace has ZERO capabilities to carry any luggage.

In real life I'm software developer, married with one kid, counting minutes before my retirements.



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## CMG'S COMPLETE GUIDE TO MOTORCYCLE WINTERIZATION

There's been snow just about everywhere in Canada now, and it's starting to get serious, so here's our guide to putting your bike away for the winter. It's not too late to do it properly.

This guide was written by Founding Editor Rob Harris, finessed with comments and suggestions from readers, and it's still the best and most complete guide there is. Only three months to go till spring...-Ed.

The days are shorter, the nights longer and the fun of riding has faded after that last ride and the resulting frost-bite and loss of two fingers. Yes, it's time to put away the bike for another winter.

Like it or not, winter does come once per year\*, and the bikes must be put away properly if you want to have a trouble-free spring, and ultimately extend the overall life of your bike. By following these 10 easy steps, your bike will be ready to ride in the spring while others are spending weeks cleaning, repairing and replacing expensive parts (suckers).

BTW, this article is aimed at all of those people who deal with this yearly annoyance and not the lucky

bastards who get to ride year-round. Please disregard if there is a palm tree growing outside your house. Also, the tips are aimed at worst condition situations like storing the bike outside or for a long period of time. If you plan to ride as long as possible and/or going for a short ride if the weather gets above freezing one day, then we recommend just doing the first two tips: battery and fuel.

\*Statement excludes equatorial regions of the world and other, hotter planets.

### 1. BATTERY SALVATION



The smart riders have a cable connected to their battery with an accessible plug. You can then use this to connect to a smart charger and voila! you're done.

If the battery needs to be removed from the motorcycle, be sure

to disconnect the earth cable (black) first to prevent spark-shows. If it's the old lead-acid type, check your battery's electrolyte level and top it up if necessary — use only distilled water and never top it up with acid!

Note: Be sure to have a motorcycle-specific smart charger. Do not use the standard 2 amp-hour car trickle charger as it's too high a rating for smaller motorcycle batteries and will cause them to overheat, get angry and punch your lights out come spring. There are some nifty and relatively cheap motorcycle-specific chargers on the market that you can leave connected all winter long without a worry. Your battery will love you for it.

## 2. GASOLINE STABILIZATION



Gas has a nominal shelf life of about one month before the more volatile part of the gas evaporates off, and before too long we are left with the all-too-familiar bad gas. To prevent this from occurring, a gas stabilizer should be added.

Following the recommended dosages on the bottle, the stabilizer is added to the tank. Remember to first fill your gas tank (but not quite to the top to allow for any expansion), in order to prevent any water vapour that may be present from condensing on the insides, causing rust.

If your bike has carburetors, then be aware that any gas left in the float bowls will deteriorate relatively quickly over the winter months. When the bike is fired up in the spring you may get away with it and it'll start eventually, however, the shitty gas may foul the plugs and you're left with a dead bike.

If the bike is left for longer periods, the float-bowl gas will completely evaporate and leave behind a 'varnish' that coats the internal jets, effectively making them smaller or blocking them altogether. If this happens, the carbs need to be stripped, then thoroughly cleaned and reassembled, which will cost you a few bucks/hours.

All this can be avoided by draining the carburetor float bowls and not refilling them (i.e. don't leave the fuel switch on, or in the PRI bypass position during storage).

Note – The number one reason for bikes failing to start in the spring is bad gas in the float bowls. You crank and you crank, filling the engine with shite gas, quickly fouling the plugs and flattening your battery to boot. If you forget to drain the bowls in the fall, do so in the spring and allow them to fill up with fresher gas from the tank. Trust us, it's a simple solution to avoiding a painful problem ... much like paying attention in sex ed.

## 3. CYLINDER PRESERVATION



If you plan to keep the bike in storage for a longer period of time, then you may want to add some oil into the cylinders directly to prevent corrosion.

There are two ways to do this, either by using an engine fogging oil (remove the air filter and spray), or by adding a tablespoon of engine oil in each cylinder (distribute it by cranking the motor over a few times). The plugs will have to be removed for access, but leave them in their caps and grounded to prevent damage to the ignition system during cranking.

Note – Although this procedure is being very kind to your motor, it's only really required for longer term storage or the anally inclined – you know who you are.

## 4. REACH FOR THE LUBE



Don't forget to lubricate all of the cables on the bike. Ideally this should be a yearly chore, so you might as well do it now. The chain should also be cleaned and lubricated. If you're concerned about keeping the bike looking sharp, you may want to wax the bike's painted areas and apply a thin layer of protectant to all chrome parts — WD-40 works well for this job.

Note – Buy a cable-luber, lube and shop rag. It tightens around the end of the cable and has a hole in it where you can insert the tube of the cable lube can. Simply press on the can's top and watch with amazement as the lube works its way down the cable and out the other end. Or, as is more likely the case, watch in horror as it

sprays all over the place from a non-perfect seal between the luber and the cable. Use the shop rag to clean up mess.

## 5. OIL CH... CH... CHANGES



If you haven't done an oil change this year, then winterization time is likely a good time for this: acidic by-products collect in the oil, which will corrode the internals of the bike over time.

Note – Remember to change the oil after warming the engine first (it's thinner and drains more readily when warm). After the change is complete, you should also rotate the

engine a few times to circulate the fresh oil.

And please dispose of the old oil in an environmentally manner ... no, that doesn't mean digging a hole in the garden and pouring it in, then covering it over and wondering why the grass is dead there for the next 10 years.

## 6. COOLANT LEVEL CHECK



While we're on the subject of maintenance, if your bike is liquid-cooled, it's a good time to check the coolant level on the expansion tank. If low, fill it to the full mark with a 50/50 mixture of coolant/water. If you haven't

replaced the coolant in a while, it's probably a good time to flush out the old coolant and replace it with new stuff.

Note – Coolant smells a bit like cucumber. Beware, it's not, and it doesn't work well in sandwiches.

## 7. TIRE RELAXATION



If your bike has a centre stand, put the bike on it and support the front wheel with a jack stand or block of wood. The key is taking the weight off the tires to prevent flat spots.

If your bike has a side stand only, inflate the tires another 10 psi or so above the recommended pressures

and move the bike around every now and then, to rotate the tires, thereby preventing flat spots.

Note – If your bike isn't going to be stored for long, then you can ignore this bit. It's more for bikes that spend half the year in captivity.

## 8. POKE THE HOLES



Some exhaust systems have a weep-hole at the lowest part which allows condensation to drain out. Periodically the hole will become plugged and water will remain in the

muffler, allowing the exhaust system to rust from the inside.

Poke that hole!

## 9. LOCATION, LOCATION, LOCATION



If possible, store the bike in an indoor, heated environment. Temperature variations and extreme cold can damage the plastic and rubber bits, not to mention allow for

rust-forming condensation. Ideally, cover the bike with a cloth cover as plastic does not breathe especially well. Most motorcycle-specific covers are designed to allow for some amount of ventilation.

If you must store it outside, ensure that snow and water cannot get underneath the cover. Do not store in direct sunlight and try to keep it in an area that has a minimal temperature fluctuation (more condensation-forming problems with the heat variations).

Note – If you don't have a garage, don't be afraid to ask your friends if you can slap it in theirs.

## 10. THIEVING BASTARDS

Finally, remember, thieves don't go away in the winter\*\*. If you do not have a garage or shed to store it in, try to keep the bike well hidden away from prying eyes and locked up at all times. If they don't know it's there, they can't steal it.



\*\* Actually, the more successful thieves probably do. We're guessing Florida, but it could be the Caribbean if they're really good.



## ‘LIL GUZ’ - Custom 1983 Moto Guzzi V65 By Jon Crooke

My name is Jon Crooke. I live in Australia and I have owned many motorcycles over the years - from Harley's to Jap stuff. But the bike that gave me the most joy, was a Moto Guzzi Mk1 850 LeMans. In all the years that have passed since it's departure, it's always had a place in my heart.



Having promised myself many years ago that my bike days were over, I had satisfied my bike cravings over the following years by trawling the internet for, and reading about, bike builds.

And then it happened.

“Oh my god - that is stunning.”



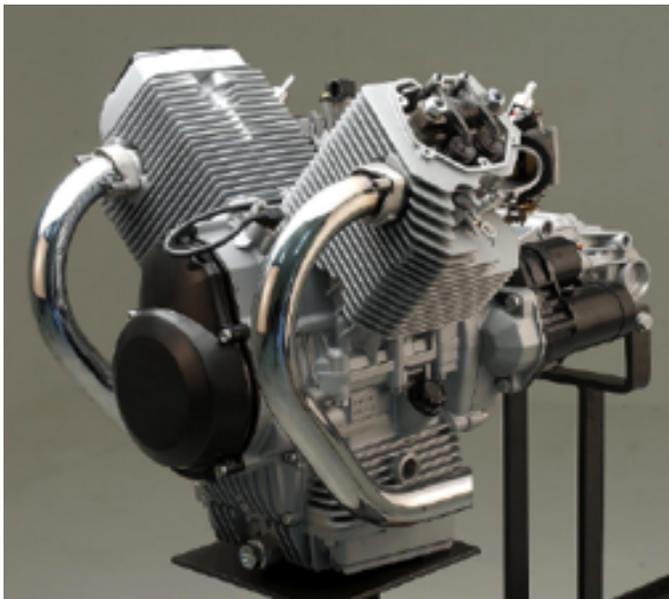
I had discovered the photograph above, on Google images, of a small block Moto Guzzi Cafe Racer - the ‘Opal’ - built by a creative genius called Arno Overweel. Arno hangs out in the Netherlands and is an artist in the creation of re-imagined motorcycles. The ‘Opal’ however, is very special. This perfectly proportioned, exquisitely detailed and breathtakingly beautiful motorcycle, has - with it's creator - entered the world of the legends of motorcycle design. The rakish stance of the Opal is, in my opinion, a breakthrough design concept - and it was a Guzzi.

..... I had to have one.

**And so the adventure begins.....**

Small block Guzzi's had never been high on my radar, but Arno's bike made perfect sense.

Light - petite in fact - the small block engine is the perfect centre piece for a project of this type. But the question was what small block donor Guzzi should I buy? I wanted to build on Arno's vision, so the wheel style (LeMans) and brakes were a given and in choosing the engine, I wanted to be at the grunt end of the small block range. A V65 ticked all the donor part boxes, so the hunt was on.



Australia has never been partial to small block Guzzi's, so 35 years on, V65 Guzzi's are almost non-existent in my neck of the woods. My search moved to overseas and eventually ended in Cape Town, South Africa, where I found my donor bike.

While the bike was on the water, I had time to think more about the project. As beautiful as the 'Opal' was, I hankered for a more traditional Cafe Racer look with a modern approach and with historical references to the Moto Guzzi racers of the past, while still retaining the minimalist look that Arno had so successfully achieved and the core proportions that make Arno's bike such a standout design. It would be built around a chrome-moly 'Dr John' backbone frame and would incorporate extensive use of carbon fibre bodywork. As the bike had to comply with very strict Australian design rules, I also had to figure out how to fit mudguards, mufflers, tail/stop light, indicators and a rear number plate without spoiling the stripped down look of Arno's bike.

The more I delved into the history of racing Guzzi's, the more some key design features became apparent for my project. The rear mudguard with the number plate was a standout feature on the historic's (and as seen on the V7 Clubman), as was the saddle seat. The orange faring panel on the Mk1 LeMans was another iconic feature.

Below: Four historic racing Moto Guzzi's plus four modern interpretations.



1947 500 Bicilindrica and 1949 Gambalungino



1955 500 V8 and 1957 500 V8



2010 V7 Clubman Racer and Marco Carbon Concept



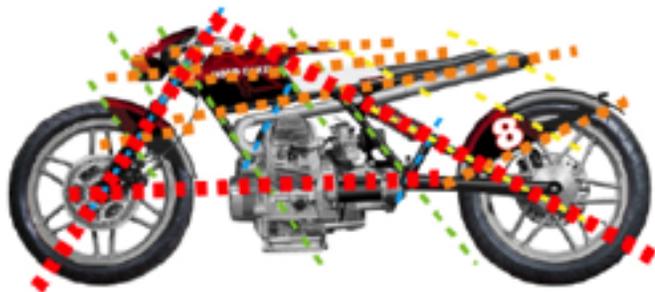
2004 V8 Marabese Design Concept and Nicolas Petit Concept



Moto Guzzi V65 donor bike.

## DESIGN LINES

The drawings below outline the importance of 'design key lines' in designing a motorcycle.



The picture above is confusing, but when broken down into sections makes more sense.



**PRIMARY** - The primary key lines above establish the forward stance of the bike. The forward sloping engine crankshaft axis is very important.



**SECONDARY** - The secondary key lines above establish the nose down rake of the bike.



**TERTIARY** - The tertiary key lines above reinforce the clean appearance of the bike.

For examples of the successful use of key lines, see the Marabese and Nicolas Petit concepts. For examples of an atrocious use of key lines, see Moto Guzzi's own V7 Clubman Racer or the V65 donor bike pictured left.

### 'LIL GUZ'

The 'Lil Guz' design concept pays fastidious attention to 'design key lines' to achieve an aggressive and clean 'forward' stance, that includes the necessary streetable parts, historic design cues, a nod to the LeMans paint themes, and of course the Opal's rakish proportions.

**Now if I could just find the time to build it ....**



## WHEN ART BECOMES SO REAL

### Hand Carved Wood Motorcycle

Carving is basically the act of using tools to shape something from a material by scraping away portions of that material. So basically it is applied most of the times on wood.

Yuri Hvtisishvili, a carpenter from Russia, made a stunning beautiful wooden replica of the legendary Soviet IL-49 motorcycle. This life-size model is so realistically done in wood that you want to sit on it, turn on the ignition and drive away.

The idea for this unusual project came in 2014 when there was very little work in his carpenter shop. He just wanted to try to do something new and different.

Art has no limitations. It is sometimes beyond our thoughts. The ones who excel in the field of art inspire hundreds and thousands of people.

Today, we are having a look at a motorcycle built by a real craftsman. This hand carved motorcycle seems so realistic, it is hard to believe that the motorcycle is actually carved on wood and not real in fact.

Hand carving is undoubtedly a matchless art. It takes decades to excel in, it can not be learnt in days or mere years. As this hand carved wood motorcycle is the true reflection and demonstration of some master art



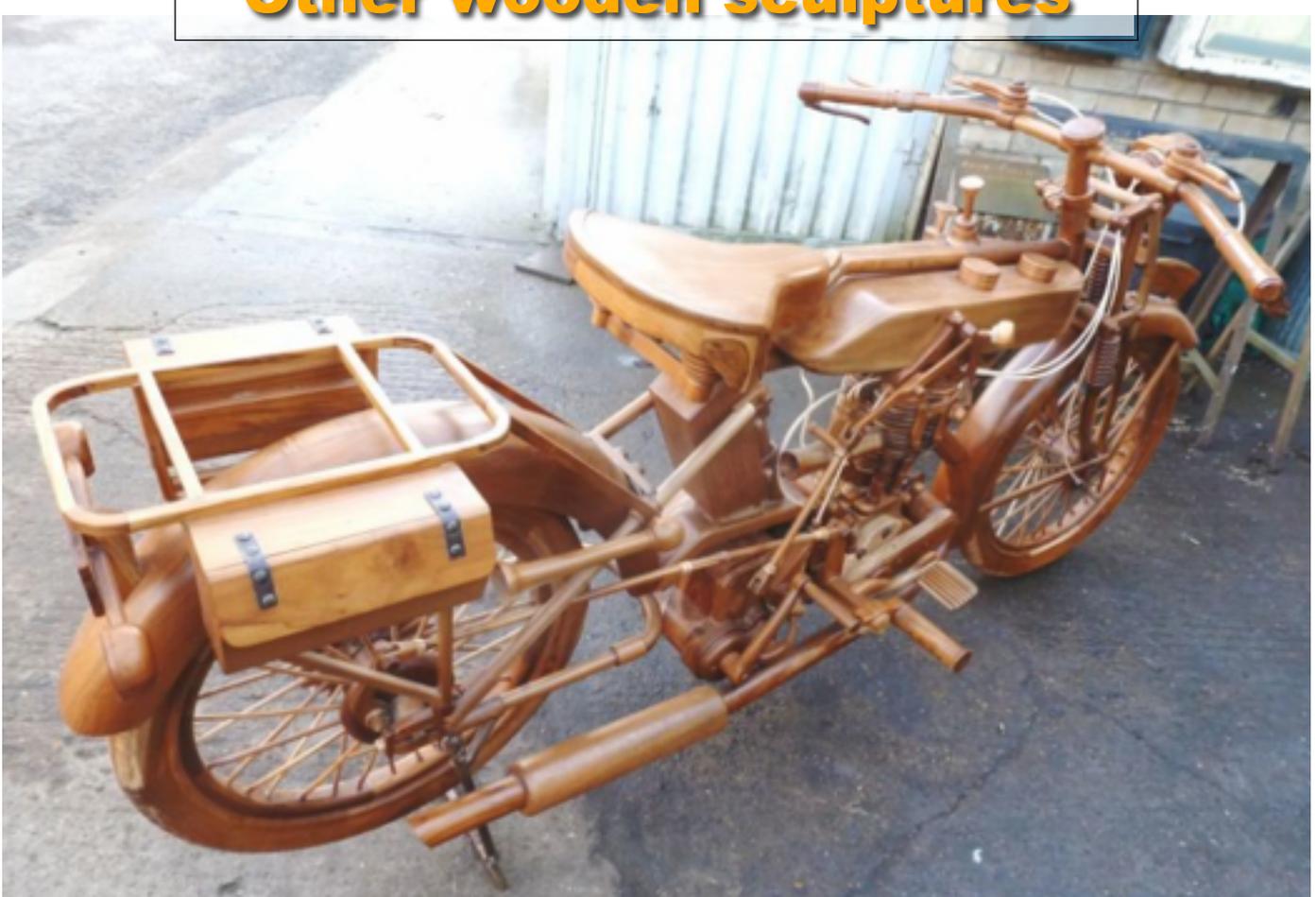




**Details of Yuri's piece of art**



**Other wooden sculptures**





# ELEFANTENTREFFEN

IS THE MOST BIZARRE MOTORCYCLE  
RALLY YOU'VE NEVER HEARD OF



FORGET ABOUT ROLLING Thunder and Daytona Bike Week and even Sturgis. If you want to see truly hardcore motorcycle fanatics, make your way to Elefantentreffen. It's the most amazing motorcycle rally you've never heard of.

Every winter for the past 60 years, a few thousand riders from throughout Europe descend on Germany (the location has changed over the years) in the dead of winter for three days of laughter, roast pig, and many, many drinks.

Italian photographer Alessandro D'Angelo caught wind of the event a few years ago when an old mechanic told him he must go to Elefantentreffen if he wanted to see a true biker. The name means "Elephant Rally" because of the olive-drab Zündapp KS 601 or "The Green Elephant" driven at the event in the 1950s. It's held in late January or early February in the Bavarian Forest about 110 miles east of Munich, near the Czech border. Everyone takes a different route, and getting there through the sleet and snow is half the fun.

D'Angelo made his first trip in 2014, setting out from his tiny hometown in central Italy. He took a car, two trains, and a bus before hitchhiking in a van to Thurmansbang, a tiny town at the edge of the Bavarian Forest. From there, he trekked nearly five miles into the snowy wood, spotting a few several heavily-loaded motorcycles whizzing by along the way. Just when he knew he was lost, he heard the faint roar of engines in the distance. He trudged on. *"Finally in front of me lies a valley: motorcycles parked everywhere, people laden with firewood and tents that go in all directions, hundreds of campfires and a great euphoria that saturates the air,"* he says. *"Now it's time to shoot pictures."*

At least 5,000 riders attend Elefantentreffen each year (although legend has it that 35,000 attended in 1977), riding in from as far as Russia and Italy. Old iron abounds, with the Zündapp KS 601 always a popular ride, along with old Jawas, the obligatory BMWs and even the odd Vespa. The machines are as unique as the people who ride them, sporting everything from sidecars tricked out to carry vast quantities of beer (and other, um, supplies) to a "rusty Moto Guzzi with animal bones screwed on." Riders dress for the cold, but also for show. Vintage military uniforms, furry hats, and the occasional Spiderman costume are common.

Most arrive the on the first night, roaring in on bikes heavy with chainsaws, stoves, tents and so

much beer. Camp is made, fires built, and drinking commenced. Soon the air is filled with the smell of roasting pigs and *"many cauldrons with strange alcoholic concoctions."* It is invariably bitterly cold, but no one seems to mind. *"For the Elefantentreffen participants, the snow and the cold, the smell of smoke and roasted pork are the essential requirements for happiness,"* D'Angelo says.

The photographer attended in 2014 and 2015, wandering about making friends and taking portraits. He wanted to portray the riders as "movie heroes," which certainly comes across in their strong poses and big smiles. D'Angelo was fascinated by the people, who represent all walks of life, from farmers and students to engineers and doctors. The photographer notes that even though they rarely spoke the same language, it didn't really matter. *"The beauty of this rally it's that to all the people no matter who you are, how you are and what you do,"* he says. *"Everybody is equal as long as they get there."*



## EXTREME RALLIES

# IN THE ELEPHANT DITCH

THE LAST RALLY WAS HELD FROM 27 TO 29 JANUARY 2017. THE LOCATION WAS THE BAVARIAN FOREST OF LOH, BETWEEN THE TOWNS OF SOLLA AND THURMANSBANG, IN GERMANY. FOR AUTHENTIC BIKERS ONLY.



In 2016 it celebrated its 60th anniversary, yet the years seem to have left no mark: the famous “Elefantentreffen” extreme motorcycle rally first organised in 1956 was back at the beginning of the year, from 27 to 29 January, in the middle of winter as tradition dictates.

The event always attracts large number of bikers, who dream of taking part, at least once in their lives, in the January meeting, the first rally in the motorcycling calendar and the last of the previous season.

Faithful to the motto “the motorcycle never stops, even in winter”, the bikers will reassemble in the frozen German forest, shivering in the harsh conditions, teeth chattering. Just so they can tell their friends: I was there!

Organised initially as a rally for Zundapps, the German military motorcycles (nicknamed “elephants”), over the years the Elefantentreffen has become one of the world’s most famous and popular winter rallies (35,000 participants), and is now open to all types of motorcycle.

Previously, it was held in Austria and Germany (some editions were hosted at the Salzburg and Nürburgring race tracks), but since 1989, in good times and bad, it has been organised in the Solla forest in January.

The reward for the riders who complete the tiring and challenging trip across Europe in the rain and the cold, is to reach the legendary “ditch”: tents stretching as far as the eye can see, in the mud and snow, and not much else. The journey, the meeting with other bikers from



*A Zundapp KS 601 with sidecar, German Army, 1940s.*

all over the world, the nights around bonfires with a barbecue and a sing-song, and the unique atmosphere are what attract such a large and intrepid turnout.

For bikers who are determined to go, the important thing is find out everything about the rally, and to leave properly equipped, with their motorcycles ready to take on freezing temperatures and every kind of road condition.

### OUR “HEROES” AT THE ELEFANTENTREFFEN

Wide magazine has published a number of articles about the fearless readers who have undertaken the trip, among whom they want to mention the following bikers and travellers:



Oliver Tubak, who has taken part in two Elephant rallies, with his Moto Guzzi Griso 1200 8V (the first time with his wife, “zavorrina”, the second on his own).



Manuele Biondi arrived in the “ditch” on a Moto Guzzi California;



Carlo Alberto Duè who, in addition to the Elephant Rally, has taken part in another extreme bikers meeting, the “Kristall Rally”, held in Norway in February, on his Piaggio MP3 250 maxi scooter, together with his friend Alessandro Matteoni on a Gilera Fuoco 500.



And then there are other hardy scooter riders who have gone and still go to the Elefantentreffen ... on a Vespa.

Biker forums and blogs are packed with messages from enthusiasts looking for companions for the journey, such as Trevi who will be undertaking the 2017 adventure on his Aprilia Caponord ETV 1000.

Others offer advice about routes and bike equipment.



And for the “nostalgic”, the original rally was revived: the “Altes Elefantentreffen” (“Old Elephant”), at the Nürburgring race track from the 10<sup>th</sup> to 12<sup>th</sup> of Feb 2017.

*Source: The Piaggio Group archives*

## Moto Guzzi engine applications



Drone engine



Hovercraft

All manufacturers at one point or another step out of their boundaries and try their hand at different avenues. This does not mean it will become a viable solution or an answer to a slow market, but it is human nature to venture on unknown ground and try to come out of it as a winner.

Moto Guzzi is also well known for transporting light cargos with a vehicle such as the Ercole, but they also ventured in the drone industry when Israel was looking for unmanned aircraft. These drones were developed with the help of the American forces. The Hunter was

born and could fulfilled missions without risking human lives.

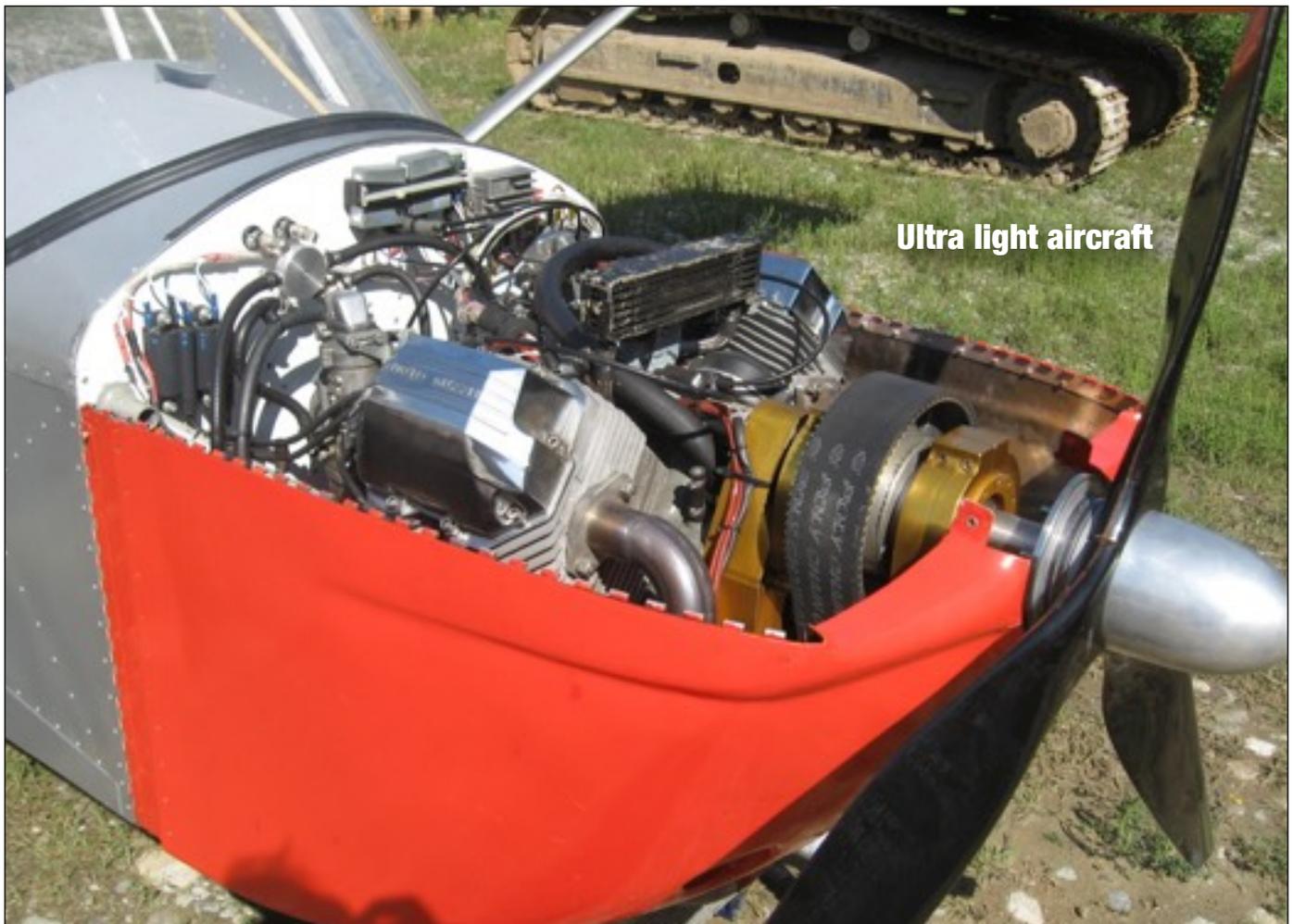
Of course the genius part is not limited to factory engineers and many individuals got gutsy enough to

### Israeli drone: The Hunter reconnaissance UAV

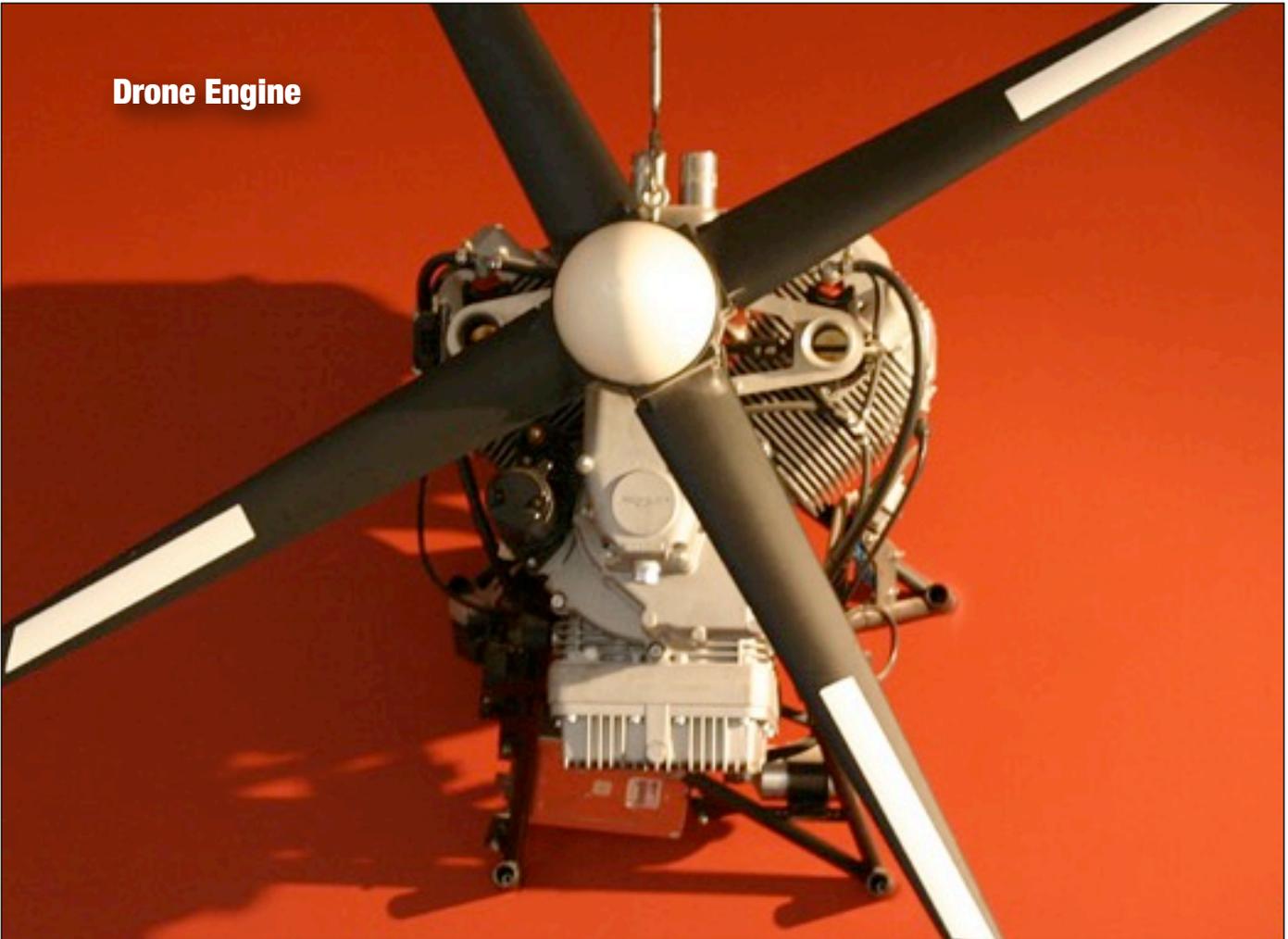
The RQ-5A Hunter unmanned air vehicle is a fixed-wing, twin-tail boom aircraft with a dual rudder.



It is propelled by two Moto-Guzzi engines, each developing 60hp.



**Drone Engine**



**A rather splendid C47**



## Memories / Archives / Souvenirs

Our first season is now over and I thought that some of you might want to have or keep records of our newsletters. So, every year I will create a compilation of our newsletters on a DVD format compatible with PCs and Macs.

And for good measure, I will probably throw in a few bonuses or surprises (nothing salty of course).

If interested, send me an email. Cost will be \$10.00 (shipping and handling included).



### CHRISTMAS RIDDLES

See answers at bottom of this page. Don't peek!

1. What do hungry snowmen put on their ice-burgers?
2. Where would a reindeer go to find her lost tail?
3. How do snowmen travel around?
4. Why was the turkey asked to join the elf band?
5. Where does a snowman keep his money?
6. What do you call Santa's helpers?
7. What do snowmen wear on their heads?

#### Answers:

1. Chilly sauce
2. a "re-tail" store
3. By icicle
4. Because he had the drum sticks
5. In a snow bank
6. Subordinate Clauses
7. Ice caps



# The Black Wet

by Roy Harvey



We were headed home from the New Mexico MGNOC national rally - in Colorado around Sommerset on the dirt road from hwy 135.

Greg and I scooted up 133 to Carbondale then Glenwood springs. From there it was a silver bullet fast ride up hwy 13 to Craig and the road changed to Hwy 789 as you go into Wy.

We went ahead and took I 80 to Rock Springs. Head wind was so bad Greg's 850cc would barley do 50, my 1000cc could only grind out about 60 wide open.

The Semi's were all passing us with big grins on their faces. It was a hard ride in the wind, no fun at all. I could catch the draft off a semi and cruise right along, but Greg couldn't hold on to the draft and was left behind so I'd cool my heels and wait for him. Very dangerous tailing a Semi anyhow. They don't like it, it ain't smart, so it's just as well we didn't do it. It sure broke up the monotony though.

Greg Field was a great riding partner. I'd ride anywhere with him. We both had great partner riding attitude and never got too frustrated with each other. At the New Mexico Rally when I broke down big time, he jumped right in and helped me rebuild the clutch - for 5 HOURS!

I never asked him to, and didn't expect him to, but he did it without batting an eye. We sorta both resigned to

the idea that we agreed to ride the trip together and riding partners stick together for better or worse. I admire that.

Okay, so we spend the night in a real rat hole in Rock Springs, that windy day just beat the snot out of us and a good nights sleep was badly needed. Hwy 191 stretched up to Jackson WY. Here we agreed to stop for a bit and decide whether or not to go through the Teton/Yellowstone area or around it. I pulled into a burger joint and a strange Moto Guzzi pulls in the parking spot behind me. But, it wasn't a strange one, just one I hadn't seen for a couple years. Bill and Cheryl (the folks who own the Boville Inn, in Idaho), were on



their way back from their vacation and spotted my bike 'recognizing it right away. (one good reason to have a real custom paint job, you ain't mistaken by nobody).

Then Bill pulled in followed by Greg. We all went in to eat and were joined by another Guzzi fella headed home. Big fun eats and we decided to ride with Bill & Cheryl around the Tetons and Yellowstone. Mostly for time, but they also charge a fee and since we were just driving through we thought it was unjustified. I have never seen Yellowstone or Tetons and would like to spend some time there one day, but riding through just wouldn't allow time to appreciate it.

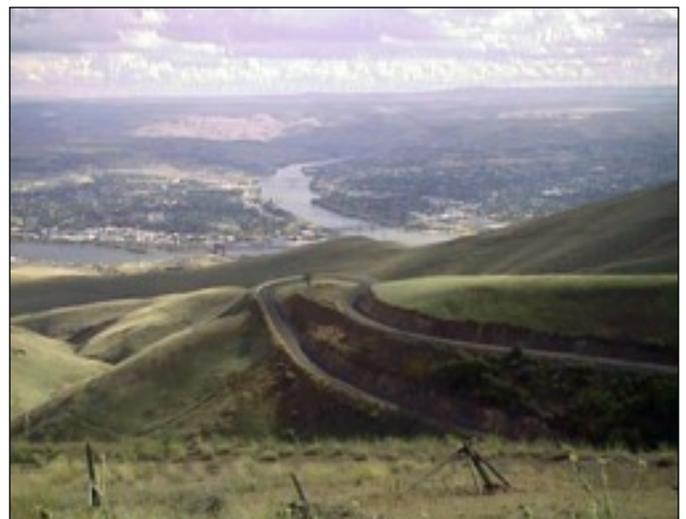


Anyhow, we went from Hwy 26 to Hwy 20 just outside of Idaho Falls headed to Arco and around to Ketchum Idaho. Well, our destination was Sun Valley where Bill's son was working. We got in late, drove 15 miles out of town to find a great camp spot on a river, went back to town, ate/drank, talked, and drove back out to the camp site. Must've seen 10 deers and several coyotes or dogs on the way out, drove real slow. I couldn't believe how many critters were crisscrossing the road, it was amazing!

We parted ways with Bill & Cheryl the next morning, fact they never got up before we were leaving. Our dilemma was time. It was about 650-750 miles home. Could be too much for a day but hardly worth two days. We wanted to go for it and left early. Continuing on Hwy 21 was beautiful, but winded us to and fro, didn't gain hardly any miles in the right direction for the first 2 hours! At Boise we went over and up North on 55. This was a really great road, it doesn't look like it on the map, but it was pretty cool. Lots of campers, motor homes and it tended again to slow us down time wise. At Grangeville we jumped on 95 to Lewiston. As we were navigating the roads through Lewiston our Hwy became jumbled with several Hwy numbers, we got confused, not knowing if we were on the right road and pulled off on the top of a real high grade.

To our amazement we were off on a national historical site of some famous highway built way back when. We

read about cars that tied trees to the rear bumper so it would slow them down and pulleys to help get them up this highway. We could see the highway as it snaked from our summit down the side of this mountain towards Lewiston. It looked freshly repaved, it looked like banked corners, it looked like 10 mph twisties for a good 15 miles DOWN the side of this mountain, it was called "The Spiral Highway". We were totally captivated by this incredible road, which had No traffic. Greg and I read the big monument to this roadway wonder and then sorta glanced at each other with cycle fever in our eyes. No words, just grins as we got on the bikes and gunned it down the Spiral Highway.



God, that was an incredible fun road. It was all ours, not one car used it. Greg warped a rotor, and I was leaning so much I seriously scraped my floorboards on both sides! Then, well, we had to ride back up! Sheez, we were already dog tired, running out of time but, hell, you don't get to ride a road like that but once in a lifetime. Okay, adrenaline rush done with we had the hot dry desert in front of us.

We made our way down 12 to Hwy 26 from Lewiston to Vantage where we would pick up I 90 to blast home on. Lots of traffic, not cars as much as vegetable haulers and big rigs, and cops. We were both drained. I remember stopping for gas in Othello and looking in Gregs eyes, I hoped I looked better than he did – but knew I didn't. We both looked horrible; extremely grubby from head to toe and we were very bedraggled, and worn out. NEED ENERGY - I ate a big peanut butter cookie and gulped 2 Red Bulls, Greg chomped a large Snickers and coffee. On the road again and headed to the next gas stop in Ellensburg before cresting the last summit before home.

We reached Ellensburg at dusk. Bummer, I hoped we would be able to crest the summit before sundown, the Spiral highway cost us just that amount of time. It was late, like 9pm - we left SunValley at 7am that morning and still had 2 ½ hours to go from here. Little did we realize it would take us more time than that. Tired, hungry, getting dark, and we could see the black rain cloud coverage in the mountains. We were too tired to be hungry but knew we needed the food for energy so, we ate and dressed up for the dark rainy ride home. Just outside of CleElum (home of Roslyn where that TV show Northern Exposure was filmed), we hit the rain. It got pitch black dark as we came into construction where they had the right lane closed for repaving and the left median between roads was also being worked on, so, they had those 4 foot high concrete dividers on "Both sides" of the road which cut 3 lanes down to 2 lanes.

Murphy knocked on Gregs door, you remember Murphy don't ya. Sure enough, it was

dark and Greg had big spot lights on his bike so he was leading. Then out of nowhere his bike quit. Just freakin" quit running. No room on the side of the road, there was No side of the road, just that mile of concrete divider wall on "Both" sides of us. His lights were okay, my lights were okay, but the rear lights on a Guzzi on a pitch black night in heavy rain is next to invisible.

Me, pulling up behind him yelling what's the matter, Lots of noise and the traffic had to move at the last damn minute into the ONE lane we were not in. Mostly Semis that could barely see us if they were looking. Greg desperately yanking and whacking things on his bike, I'm scared, the traffic is very heavy, I know they can barely see us, I feel traffic whizzing by me, I can't leave my buddy, but this was suicide! I rolled up and pointed my bike in front of his leaving my taillight sticking out in the lane hoping it will help. Greg is yelling that he doesn't know what to fix, I yell we can't stay here, got to get out of here but, we were totally blocked in. Both sides of the road were lined with the concrete construction dividers for as far as we could see backward and forwards.

We were trapped. We talked about heaving the bike over the edge of the concrete divider but, knew we couldn't physically do it. It was very scary, I told Greg the only thing we could do is if I towed him out. As our brains tried to figure out what to tie up with I heard traffic horns. No rope handy, bungys wouldn't hold for 2 minutes, what to use. It was serious peril. 'Course Greg couldn't leave his bike, I couldn't leave Greg. Perhaps 3 to 5 minutes of silence passed that felt like hours and all of a sudden:Rooph Root-Root-Root Gregs ole bike fired up and without words we put the hammer down and got the hell out of there and down the road.

I'm not sure what happened, he said the bike died like that 3 times on the trip and after it cooled down a little it would restart. I have to remember to ask if he figured it out. I think it was the coil getting to hot, then when it cooled the bike would start. Just as long as we got out of that deadly situation!

But, the story ain't over yet.



We were headed up I90 to go across Snoqualmie pass. The rain was getting heavier, the night got Darker and you couldn't see the lane lines in the road. Ever been in a situation when it was so dark and raining so hard you couldn't see the damn road! If you have you'll know that when you can't see any markings only black you tend to loose equilibrium—that's balance Son, Balance. The one thing ya gotta have on a motorcycle. The Semi trucks weren't having any problems; big lights and up high looking down. We just couldn't see through the water covering the white painted lines. Greg was up front 'cause of his big lights but, he went progressively slower and slower. I know why, he couldn't freakin' see! Still, I was real nervous, we were going Too slow! I was afraid of getting rear ended, the lights on the back of these ole Guzzi's are pinlights, we were going to slow, it was deadly serious - again. I pulled out front, waved Greg to follow.

We tried to draft in back of a passing truck but it threw so much water I couldn't hang with it, in moments it slipped away into the darkness and Greg didn't keep up with me anyhow. I slowed and waved Greg to follow me (like I could see – NOT). But, he was losing ground, not driving and I knew we had to go faster; there was no place to stop, and what good would stopping do us? Hell we had been on the road now for 'bout 16 hours now and our brains weren't working all that good either! Fatigue, road daze, or hypothermia, it was a combination of all three. I slowed and waved Greg up next to me and continued to wave madly till he got the idea. We had to maintain a save speed and I had another idea.

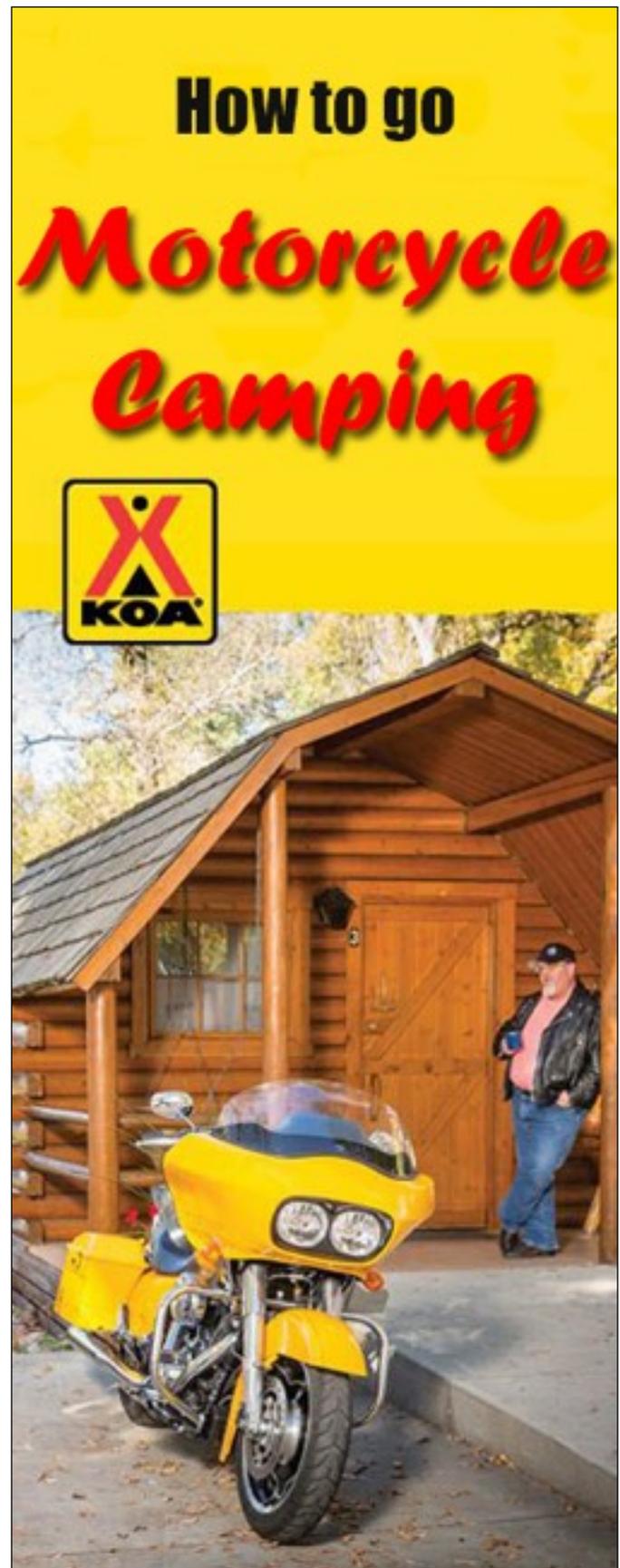
Finally, riding side by side we had enough light to see some road markings. We would make it now, together side by side in the slow lane. I could feel confidence surging back, and something like relaxing only this was just the subsidence of intense white knuckles and anxiety. That stretch from Ellensburg to the top of the pass should have taken about an hour, but took us about 2 ½ hours. At least we were headed down the pass and had only 1 hour more to go – if all went well.

We parted company were I90 met I405. We trumpeted our horns, waved, and I stood up and made a victory punch at an imaginary "Murphy" drifting in the black wet night air. 7am to 1 am that's what, 18 hours!

I made it home right at 1am waking Dee who was asleep on the couch. Dee said I looked like I walked in from a battlefield, that is about how I felt too. It was quite the adventure. I would be happy not to have such

a precarious adventure again; I'm getting to old to be a warrior.

*Your Bike'n Brother, Roy Harvey  
750/1000 Ambo W/Attitude*



## My "Guzzi Story"

By Marc Detournay  
m.detournay@pi.be

It started in the winter of 1999-2000 with a "yellow 1100i sport" which had been collecting dust in a shop window for three years.

Perhaps a crazy decision after a history of Ducati 900ss, 888 & 916 [sorry guy's]. I suppose the 916 got too smooth and perfect for me. I liked the roughness of the 900 and the 888, anyway the 916 was much better than my personal riding skills.

I also wanted something different, these days you can see ten Ducati in front of every pub here in Belgium.

The first few thousand Kms, I was reasonably happy and encountered no technical problems whatsoever. Even better I got the character back that I missed in the 916. There was only one thing, the color "yellow". As it was the last 1100i sport on the Belgian market I had no choice. During the summer of 2000 I decided to change the color to Italian two cylinder red.

I suppose this was the moment where I got infected with the modification virus! To go along with the color change, I installed a new seat which I purchased in Germany at Daes Mototec. This contained a complete unit with seat, sub frame, all the electrical components, and the exhaust collector. With these changes the bike was now 9cm [3-1/2 inch] shorter overall, and 9cm [3-1/2 inch] narrower "between exhaust". Everything fit perfectly!

The last money I could afford was spent on a "Daes" carbon cockpit with oil temperature meter and an open Boss exhaust, together with a new chip. If I would have spent more money on my bike during that first year my wife would have killed me. The rationale that spending my evenings with my beer drinking friends would be more expensive than spending time with the bike in the garage had grown old and did not work anymore. My remark that I also would be safer from the temptations of the other sex only made it worse!

During the winter 2000-2001 the modification virus detected some weaknesses in the defenses of my wife, and "the virus" convinced me that I should have a four valve Daytona RS. Visiting the WebPages of Dynotec,



Raceco, and others only confirmed the need. So after making some promises to my partner, (don't ask for the details), I was out looking for a Daytona.

I realized very quickly that a new Daytona RS was not available anymore. I was lucky to find a great partner in MGB MOTO, a Guzzi dealer in Flanders Belgium, who made me the great offer to exchange all the body parts of a new 97 Centauro with my 1100i sport. It turned out that everything fit perfectly, with some little extra work of course. The refitted Centauro was also sold very quickly, it must be the only Centauro in the world with a 2 valve engine. Strangely, it seems that there are even today new Centauros unsold in the showrooms.

All this left me with a Daytona RS except for the camshaft, which is one of the old Daytona's with less peak power but more midrange, and the gearbox which has shorter ratios. I also got rid of the ugly oil cooler, and instead I mounted a deep V-oil pump with external oil filter.

But the virus wasn't sleeping, and apparently there is no treatment. A standard Guzzi is more focused on stability, so during the winter of 2001-2002 I started, (after more promises to my wife), trying to improve the handling of the bike. I started with mounting an Ölins rear shock which is 28 mm [1 inch] longer than stock and dropping the yokes 10mm [0.4inch]. It was a great improvement, it felt like a different bike.

I also mounted magnesium wheels (PVM rear 5.5" x 17 front 3.5" x 17) that provide a total of 6.2 kg [13.5

pounds] of un-sprung weight, actually they feel like 30 kg [65pounds]. Together with this came a new smaller rear brake, in this case only optical as I never use it, and a new support for the parallelogram mounted 1.5cm [ 1/2 inch] lower in front to have more traction.

There was only one problem, I lost all the stability! The bike felt too unstable, I couldn't ride the bike without closing the steering damper completely, and even then !!! So I lost all my advantages. Jens from Dynotec came up with the theory that the old heavy wheels also provide some stability due to the gyroscopic effect, and suggested to raise the trail, which had been reduced by raising the back and dropping the front. So I mounted new fork plates with a reduced offset, from 45 mm to 30mm [ 1.8 inch to 1.2 inch]. At the same time I changed the head angle from 26 to 25 degrees with asymmetric bearing houses mounted in the frame with new smaller bearings to fit in the frame.

It turned out to be a great advice, it sorted out everything. Handling is now perfect for me and I don't even need the steering damper anymore, I will only leave it there for the rare track days.

Trail is now 102 mm [4inch], a little too much. Wheelbase is reduced by 25mm [1inch]. The yokes are dropped 20mm [0.8 inch], this is 10mm [0.4 inch] extra to compensate for the steeper fork which mounts "higher". Head angle is now 24.5 degrees, this is a combination of 28mm [1inch] more height in the back, 1 degree frame change and 20 mm[ 0.8 inch] lower yokes in front compared to standard.

All this is a theoretical calculation done by myself and open for correction, I'm only an amateur infected with the modification virus which should be in it's terminal phase, I hope.

Weight distribution is now: 115kg in front and 115kg in the back, with a full tank. [253 pound front and back]

During the winter of 2002-2003 I removed the fairing [I like the fly's on my teeth] and gave my engine to Ronald from Daes Mototec to mount a Big bore [1225cc]. He also installed bigger valves, inlet and exhaust from 33.5/29.5 to 35/31. He left the Centauro cams for more torque, they were only hardened to obtain more wear resistance.

The engine was completely dismantled and all the parts checked for wear and perfect Tolerances, and if necessary replaced [blueprinted], the crank and flywheel balanced, and new longer Carrillo rods







mounted to adjust for the shorter new cosworth piston's , 100mm bore. The heads received new seats for the bigger valves and where ported. Most of the bolts and all the seals were replaced.

In addition a new reinforced clutch was installed. The gearbox, also standard Centauro , was re-shimmed.

In this form we got 110hp on the wheel, and she runs absolutely vibration free. With the C kit [or Daytona RS] cams and a big bore exhaust this could move up to



120hp on the wheel. This would of course sacrifice the midrange torque and perhaps some reliability .

In fact, in this form the engine [except for the cams and gearbox] is exactly the same as the engine in the new Guzzi model, the MGS-01 CORSA.

For the moment I have run 4000 km [2500 miles] with absolutely no problems with the Short ratios of the standard centauro gearbox.

**THE BIKE GOES LIKE HELLLL!!!!!!!!!!!!**

In this form the bike is almost perfect for me, at least for my style of riding and personal riding skills.

Next winter I hope to do some optical work, and of course I can day dream about mounting this engine in a Ghezzi racing frame and build the most incredible café racer.

**I already have the name: MGS-V12-CAFÉ**

Note from the Editor: I tried to get in touch with Marc to ask him if he still owns the bike and how well it aged. Unfortunately, I could not reach him in any way possible.





## 2017 ONTARIO GUZZI RIDERS RALLY REPORT

There were some big changes for the 2017 Ontario rally and the general opinion is that these, and the great weather, worked to make it one of our best rallies ever. Luckily, my new Guzzi, a V7 III Stone was out of the shop in time so that I wasn't in the embarrassing position of having to drive a car to our own rally. Since I've had the bike it has had an oil leak from somewhere around the right hand cylinder. It's not enough to worry about, even if I take it on a fairly long ride, but it does make the engine messy and sometimes even the muffler and my boot. I love the bike, but a 2017 Guzzi shouldn't behave like a 1960's Triumph or a 1980's Harley!

Since 2010 our rally has been held in the northerly village of Lavigne and our host has been Guy Fortier, Guzzi owner and proprietor of the Lavigne Tavern, the rally headquarters. Basically, Guy saved the rally after some rather unfortunate events caused by the previous Canadian Moto Guzzi importer, and we owe Guy a big thank you for helping us out and providing some memorable, happy times.

Fortunately for Guy, maybe not so good for the rally, he and the Tavern have become much busier over the years and these days fitting a rally into his schedule is not so easy, so we've moved the headquarters a little bit down the road to the Joli Voyageur resort and campsite. They have been very supportive to us over the years and Rodney and Carole, the owners, are more than happy to have us as their guests for the weekend and go out of their way to make things better for us and now Rodney is even buying a Moto Guzzi!

The weather forecast was also in our favour this year. It was a pretty wet and miserable summer, but our weekend was forecast as, and turned out to be, the second completely dry Ontario weekend of the summer.

As usual, the rally got off to an unofficial start on the Thursday afternoon with the arrival of Leon Karlak, Dan and Bev Klestorny and myself, although Floyd and Sally Kantz, from Mayfield Michigan, were eager to get

*View from the firetower*

in on the action and had actually arrived on the Tuesday during an extended trip with their EV1100 and tent trailer.

Friday morning was spent as usual, getting everything set up and waiting for the hordes to arrive, and with the greeting of old friends, catching up on who's done what and the important job of making new friends and making sure they feel at home.

Among the arrivals were old friends Randy and Louise Peterson from Michigan, Keith Smith from the Adirondacks, Nick Adams, Bruce Brown, Klaus Schulz, Geoff Helmes, Filippo Sumaria and a whole host of others, mostly on Guzzis, some on Brand X machines, but we don't mind, we welcome them all. Who knows, one of these days they may see the light and come over to the good side!

Although the Tavern is no longer the focal point of the rally, it is only a short walk from the JV and for the Friday evening meal Guy was serving burgers for everybody. Then, after the burgers and some good craft beer, we had to make a difficult choice. There was Bill Durst playing blues at the Tavern, or a local group called Roadhouse playing classic rock back at the campground.

As I was supposed to be the organizer of this event, I felt it was my duty to return for the registration desk so I went back to the camp, greeted a few late arrivals and listened to some great tunes from a very good band.

Saturday morning came around and we all had a great buffet breakfast organized by Rodney and Carole. Pretty much anything you wanted, scrambled eggs, sausages, bacon, toast, fruit, beans, hashbrowns, even an omelette station and of course, gallons of coffee!

During the after breakfast socializing and waiting for the ride to begin, Dave Grummet, the Canadian rep for



*Registration and T shirt sales*

Piaggio turned up on his Stelvio and stayed with us for the rest of the day - it's great to see him at our rallies, makes us feel like somebody up there cares!

The ride was lead by Rodney on a Can-Am Spyder this year, but next year he says he will be riding a Griso. Around a dozen of us took a ninety minute ride through some great northern countryside to a small northern town called Temagami where there is a fire tower that is now open to the public.

A fire tower is a lookout tower on the highest point around where they used to watch for forest fires. It is no longer used for fire watching, but it provides an incredible view for those feeling fit and adventurous enough to climb it.

After the firetower, we stopped for lunch at the local Subway beside Lake Temagami, watching the floatplanes of the local air service come and go before we headed back to camp. For a while I thought that I would have to give the "Best Hard Luck Story" award to Keith Smith when I saw him having a roadside chat with one of the local constabulary, but there were no



*Keith's bunkie*



*Saturday breakfast*

tickets involved, Keith swears that it was just a friendly chat. Back at the camp It was time for more socializing for most folk whilst I was sorting out the awards and looking after T shirt sales before supper.

Supper was spaghetti with a choice of spicy meat sauce or not so spicy meat sauce and salad. I believe Rodney is of Eastern European heritage, but he learned to cook his spaghetti sauces from an old Italian lady and she taught him well, everyone was very happy, even Filippo! After dinner was the usual awards ceremony and the Great Door Prize Giveaway.

Long Distance Guy award went to Luca Loria this year as he rode from his suburban Toronto home to the rally going around Nova Scotia on the way, for a total of 5440 km, or 3380 miles.

Long Distance Gal went to Louise Peterson from Honor Michigan with 724 km under her tires or 450 miles

Long distance 2 up went to Floyd and Sally Kantz, from Mayfield Michigan. Not sure how far they rode, but it was a long way!

People's Choice went to Randy Peterson with his beautiful red Norge (almost makes me feel sorry I let mine go).

We felt that the Best Hard Luck Story award should go to Pat Castel. We don't know why, we may never know, but after starting out from Ottawa very early in the morning, he arrived at the rally then had to turn right around and go home. That has to be a hard luck story!

Then there were the door prizes. We had a good haul this year from Corsa Meccanica in Concorde, Two wheel Motorsport in Guelph, J & R Cycle in Stayner, RoadRunner Motorcycle Touring and Travel

Magazine, and the anonymous people who supplied the tent. Also, thanks to Jack deMille for supplying the flashlight/screwdrivers that were given away at registration, Thomas Strzlebicki for the T shirt design, to Pat Castel for soliciting some great door prizes and to everyone who helped with the rally. I'm really sorry if I haven't mentioned everyone by name, my memory is terrible, but we really appreciate your input.

After supper and the awards ceremony a fairly quiet evening was spent just socializing in the usual way before Rodney started screening the Mayweather McGregor fight on the big screen. I'm not into that sort of entertainment, so I continued the rounds catching up with people I hadn't seen for a while and trying to see if there were any ways we could make the rally better for them.

Sunday morning everyone rose early to make their way home, but some of them stopped long enough for a continental breakfast before they left, and once again, the party was over for another year.

Rodney and Carole and the whole Joli Voyageur staff and family really helped to make this a great rally.

The facilities at the JV are being improved all the time. Since the 2016 rally they have installed several "Bunkies" small cabins without facilities, but providing shelter and comfortable beds and they plan on installing several more before next year.

They are constantly trying to think of new ways to make our rally better. Their business card says "Arrive as our guests and leave as our friends" - a great philosophy.

They are already talking about the possibility of having a National at the JV....



*Bunkie by the lake*



*firetower parking*

## The Booster Plug For Moto Guzzi engines



The BoosterPlug is accepted worldwide, as a brilliant and affordable way to transform your Moto Guzzi from "OK" to "Absolutely Marvelous".

No need to spend a small fortune on complicated multi adjustable electronic devices + endless Dyno hours, to make your bike run as it should have from the factory.

The BoosterPlug is installed in less than 10 minutes. It plugs directly into your bikes wire harness using original connectors – no cutting or splicing.

A true Plug and Play solution that will make your bike so much better:

- Improved and softer throttle response.
- Harder acceleration.
- No more low speed surging.
- Stronger and more reliable Idle.
- Reduced Puffing in your aftermarket exhaust.

Available from:

**BoosterPlug ApS**

info@boosterplug.com

<https://www.boosterplug.com/shop/all-moto-guzzi-58c1.html>

Price: US\$160.00

## Can YOU pass the world's shortest IQ test?

### Three questions can reveal if you have above average intelligence (but it's much harder than it looks)

#### THE COGNITIVE REFLECTION TEST

1. A bat and a ball cost \$1.10 in total. The bat cost \$1.00 more than the ball.  
HOW MUCH DOES THE BALL COST?
2. If it takes five machines five minutes to make five widgets,  
HOW LONG WOULD IT TAKE 100 MACHINES TO MAKE 100 WIDGETS?
3. In a lake, there is a patch of lily pads. Every day, the patch double in size. If it takes 48 days for the patch to cover the entire lake,  
HOW LONG WOULD IT TAKE FOR THE PATCH TO COVER HALF OF THE LAKE?

- Question 1**  
If the ball costs X, and the bat costs \$1.00 more, then the cost is X+\$1.00  
Therefore, Bat + ball = X + (X+\$1.00)=\$1.10  
This means 2X+\$1.00=\$1.10 and 2X=0.1 and X=0.05  
Correct answer is: Five cents
- Question 2**  
If five machine can make five widgets in five minutes, one machine will make one widget in five minute.  
So if 100 machines are all making widgets, they can make 100 in five minutes.  
Correct answer is: 5 minutes
- Question 3**  
If the lily patch is covering the pond fully on 48 days, and it's doubled in size that means you only have to go back one day to when it was covering half the pond. So on day 47, the lake is half full.  
Correct answer is: 47 days.

#### THE CORRECT ANSWERS

**Motorcycle accessories from Mini in the Box**  
[www.miniinthebox.com](http://www.miniinthebox.com)



**Compact Waterproof Magnetic motorcycle tank bag**

Ref # 05541587 - Regular Price: \$51.91

On special at \$34.60



**Motorcycle/car LED Digital Voltmeter**

Ref # 04784749 - Regular Price: \$7.66

On special at \$5.10



**Waterproof lighter & USB port for handlebar**

Ref # 05602622 - Regular Price: \$20.05

On special at \$13.36



**Waterproof USB Phone Charger Adapter**

Ref # 04854473 - Regular Price: \$27.91

On special at \$18.60

# Season's Greetings!

*"Friends are hard to find  
Harder to leave and impossible to forget"  
With this thought, we wish you a*

*Merry Christmas  
and a  
Happy New Year*

*filled with  
Happiness, Health and Prosperity.*

*Pat Castel - Newsletter Editor  
Phil Tunbridge - Club President*

Ontario

Guzzi Riders



HAVE YOU EVER HAD THE IMPRESSION THAT ALL YOUR LIFE YOU WERE MISSING SOMETHING? WELL, IT WAS MY CASE TILL I FOUND SANTA'S GUZZI. NOW I KNOW HOW SANTA IS SPENDING HIS FREE TIME...





**You are now looking at Santa's World Famous "Pasta Rocket" Bobber.**

This beauty took 3 ½ years to build and everything is custom from the hand made sheet metal and stone inserts to the Custom laid Ferrari Scuderia red paint as well as real Ferrari leather saddle .

So far US\$40,000 have been invested in it and the project is not yet finished.

The Bike is truly amazing and commands attention by everyone who sees it.

All the hard work is done and everything is brand new but it has **NEVER** been started, the heads were turned 180 degrees in order for the intakes to be in the front and the extreme exhaust system to be attached in the rear .

You can stare at this bike for over an hour and still not catch all of the custom details! If it would not be Santa's bike, it would be the **ULTIMATE** garage art!



## 1:6 scale MOTO GUZZI V850 California



If the Christmas parties did not kill your

memory with the rich food and excess of booze, you might recall last year issue when I told you I was into scale modeling in my younger days. Motorcycles were my things, not the planes or the boats, just the motorcycles.

You know, there is no age for that type of hobby and the good thing in Canada, we have very long winters. The perfect time to open one of those kits and start assembling the perfect replica of a Guzzi.

Well, while I was Christmas shopping in New York for my grand children, I stumble onto a scale model of a Guzzi California V850 made by Italeri. What a beauty.



Quite larger in size than those I was used to. 1:6 scale which is double the size of my Guzzi V8.

The finish model is 38cm long (about 15").

Impressive, specially for the details.

The kit has more than 770 pieces to be assembled with glue and screws. With plenty of mobile parts, stickers, etc...

Go for it, I assure you, you won't be disappointed. All the hours you will spend on this kit will be worth your time.

You should find this kit in any model shop dealing with model kit. It is not the type of thing you can find at Walmart or the Bay. You need to go to a real hobby shop. You might have to order it, but when you will have it in your hands you won't give it away... Ed.



# Christmas Gifts

A lot of trinkets come to mind and I would like to share with you a few finds...

**A new watch**

From: [www.timekings.com](http://www.timekings.com)



**A new Guzzi California handmade sculpture**

From:

<https://www.etsy.com/ca/listing/192710147/moto-guzzi-california?ref=market>



**A new ring maybe...**

From Rock and Rock Jewellery

[https://www.facebook.com/rockandrolljewellery/?ref=page\\_internal](https://www.facebook.com/rockandrolljewellery/?ref=page_internal)



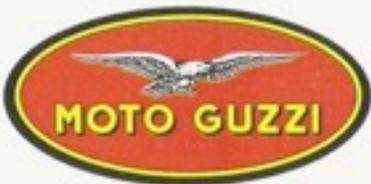
**Or a new gear ring maybe... (just love mine. Ed.)**

From Kinekt Jewellery

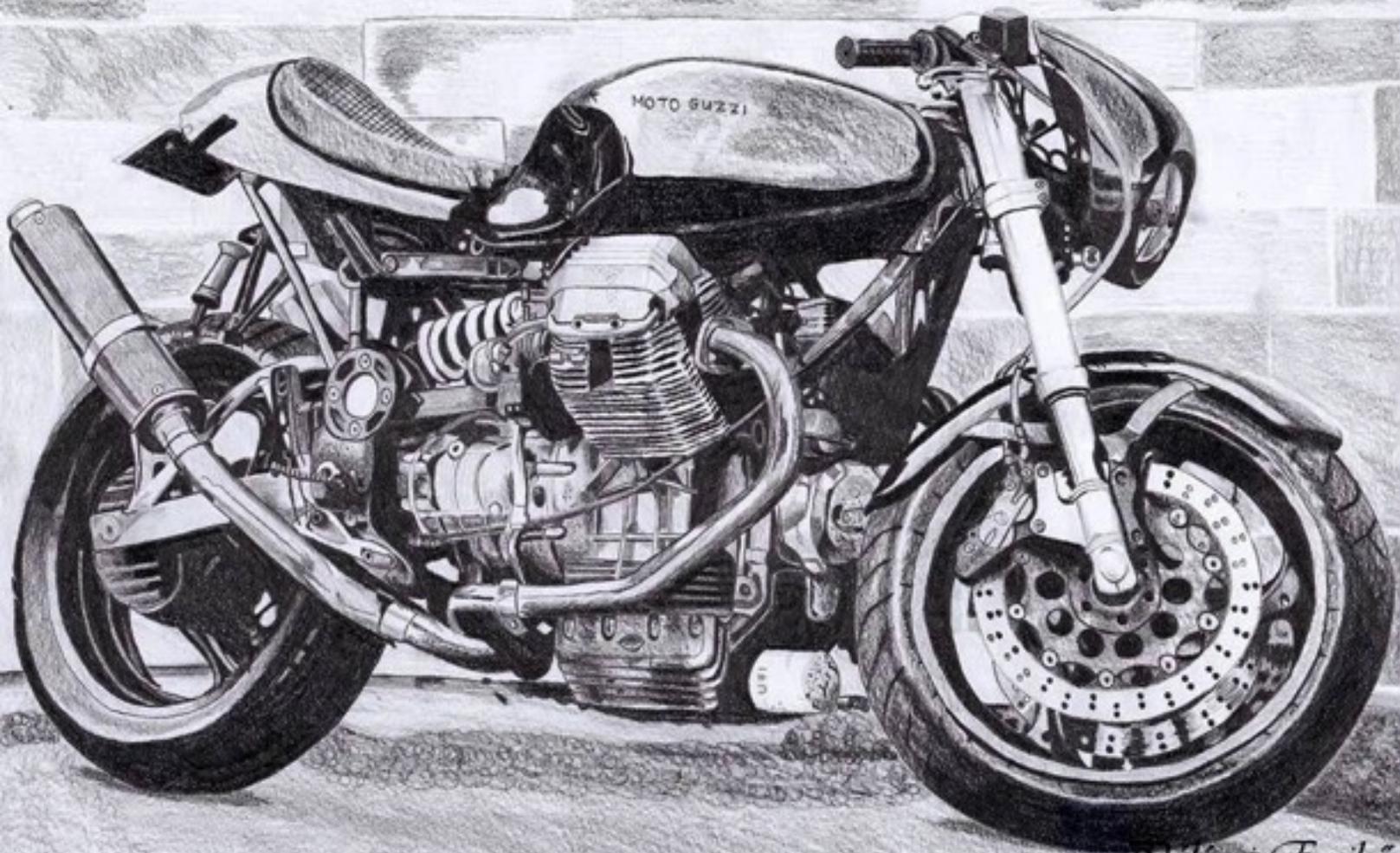
<http://kinektdesign.com/product-gear-ring.php>



Bellissima!!  
Super fascinosal



Still trying to please yourself for XMas? How about one of these SUPER GUZZI!



*Lalóczy Enikő*

And to end this season, I wanted you to see how you could be tricked into thinking that what you see is not always what it is...  
Yeap folks! This is photo manipulation by the great artist Herkshtein. The original picture was for the Davida Helmets from England. We are far from the original photo. When you know your stuff and become a Photoshop expert, you can do anything...





**MOTO GUZZI®**

