

MOTO GUZZI

News Express

The Ontario Guzzi Riders - 2019 Fall Edition - N° 16





ONTARIO GUZZI RIDERS

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COVER PAGE

1996 Moto Guzzi

1100 Sport

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MOTO GUZZI

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It is really nice to see old and new faces at the Lavigne Rally. Even though I do not ride the same brand (not rich enough to afford two bikes or not known enough to be loaned a Guzzi by our Guzzi rep) I felt like I am with family, extended family that is... The camaraderie, the fun, the food and atmosphere combined, created one of the best place to be in August. Can't hardly wait for the weekend to be there...

Phil's intro this year is all about the rally and I wish you will all be there for this event.

In my last newsletter I was mentioning a Special Edition on the **Moto Guzzi Le Mans**.

Again, I need your input and actually I would like to put you and your bike on the cover of the newsletter.

Of course only one of you will be on the cover and as such, I will have to pick the winner of this contest from the best sent pictures and stories.

So do not be shy. You won't be judged and you will not be taxed on your "prose".

Till next time... Ed.



Phil's column



Hi Folks,

The big news this edition has to be the upcoming Ontario Guzzi Riders annual rally, in Lavigne, West Nipissing, on August the 23rd to 25th. I know some Guzzi owners out there think that this is a long way to go, (approximately 370km, 230 miles, north of the "Centre of the Universe") but it's well worth the ride, and that is what Guzzis are all about, the unique riding experience.

I recently spent a very enjoyable week up there just relaxing with friends and firming up some of the rally arrangements, and it looks like we're going to have another great rally.

As the last couple of years, the focal point for this year's rally will be the Joli Voyageur Resort and Campground, 95 Caron Road, Lavigne.

Officially the rally will start on the Friday, but there is always a small bunch of enthusiasts who arrive on the Thursday, some even before.

Friday is arrival and registration day, meeting and greeting old friends. Friday evening there will be burgers, a short walk away down at the Tavern, courtesy of Guy Fortier, our genial host and Guzzi rider, who always has a very good selection of local craft beers on tap. Friday evening there will be blues music at the Tavern from Dylan Wickens and meanwhile, back at the Joli Voyageur, Roadhouse will be entertaining us with cover songs of all our favourite oldies, excellently played, just like they have done for the last couple of years.

Saturday morning we will have a buffet breakfast with all the usual goodies, eggs, bacon, sausages, omelettes, beans, toast, coffee, juice, etc. At some point on Saturday there will probably be an organized ride, weather permitting. The one I'm hoping for is a 4 or 5 hour ride circling through Quebec, but there will likely be a shorter more local one, or people can just explore on their own, or just hang around the JV playing horseshoes, or swimming, whatever takes your fancy. Saturday evening will be a fish-fry supper, and our hosts at the Joli Voyageur, Rodney and Carole, will undoubtedly have some sort of evening entertainment planned, if just sitting around the campfire chatting with friends is not exciting enough for you. At the Tavern on Saturday evening will be The Rodents, a Tragically Hip cover band.

Sunday morning we will be having a continental breakfast starting around 6am for those who always like to get away early because of long rides ahead of them.

Accommodation this year will be mostly the same as before, with tent camping and bunkies available at the Joli Voyageur. Tent camping is also available at the Cardinal Park and Marina, just across the road from the Tavern, while Deluxe Camp has cabins just up the road from the JV. What used to be Camp Castaway has changed hands and will now be called Graceland Cottages. We are told that they will be open for the rally weekend and will welcome rally goers, but as of press time contact details are not available. We will have these up on our website or Yahoo group page as soon as we have them.

You can register online through the website using PayPal, or you can e-mail me or call me to let me know you are coming. Rally fee is \$35 if you pre-register or let me know beforehand, \$45 at the door. Official Rally T shirts this year will be Maroon, but Carole may have a few pink ones available, if you prefer(!). It is difficult to plan for food when we don't know how many are coming, so please let us know one way or another, we really appreciate it and if it means we don't run out of food before you get yours, you will appreciate it as well!

So, if you want to have a great time with friendly Guzzi people in a beautiful setting with lots of good riding, come on up and see us.

If there is anyone out there who thinks they stand a chance of getting the Long Distance award, I should say that Luca and Eric are planning on riding to the rally via Happy Valley and the Trans Labrador Highway, and a longstanding tradition with the Ontario long distance awards is distance ridden to the rally....don't forget, we are the Ontario Guzzi RIDERS!



MOTO GUZZI

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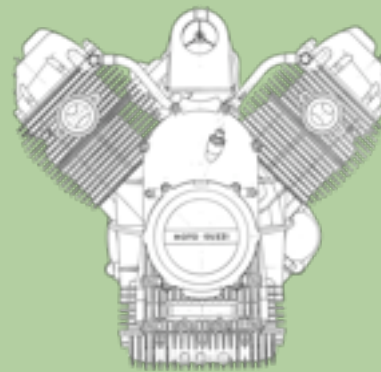
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It's a shame not to see Moto Guzzi competing at the top level in motorsport, especially given the marque's illustrious racing history.

A MotoGP Guzzi roaring down the never-ending Mugello straight would sound like the proverbial Lancaster bomber taking off. But despite Mandello's official

disinterest, there's no shortage of racing Guzzis out there and this retired racer looks like one of the best.

It's owned by Dylan Egon of New Jersey, who also has a BSA Lightning, a Norton Dunstall and a Ducati Scrambler in his stable. The Guzzi is thought to be a '76 Le Mans, and Egon is planning to make the bike road-legal again.

That way he can make better use of the upgraded suspension set-up and reworked motor which is running Carrillo rods, dual-plug heads and a long duration, high lift Megacycle cam.

With straight pipes so short they're almost invisible, I bet this Guzzi sounds insane.



THE MOTO GUZZIS THAT HAVE WRITTEN THE HISTORY OF RACING

From the C 2V to the legendary Eight Cylinder, the history of Moto Guzzi is full of bikes and victories. The first came in 1921, in the prestigious Targa Florio and from then until 1957, when it retired from competitive racing, the Eagle was to see many prestigious wins. These included 14 world speed records and 11 Tourist Trophies.

But which motorcycles brought success to this bike brand from Mandello? Let's find out by reading their story on the pages of "Moto Guzzi. Novant'anni di arte e tecnologia" (Moto Guzzi. Ninety years of art and technology), a book by Mario Colombo.

1. C 2V

Designed in 1923 by Carlo Guzzi, the C 2V (Corsa 2 Valvole, or 2-valve race bike) was the first Moto Guzzi built

specifically for racing. Its first great victory was in the Giro Motociclistico d'Italia, a 2,300 km race with special trials.

2. C 4V

Although the frame was very similar, one of the differences from the C 2V was its speed. Thanks to technical improve-

Moto Guzzi C 4V



ments, the C 4V could reach a speed of 150 km an hour (while the previous model only did a maximum of 120-125). It won its last race in 1932 with Carlo Fumagalli and then raced no longer.

3. **250**

This bike was created in 1926 and can be considered a reduced version of the Four Valve (C 4V). It achieved so many victories that its sporting "career" lasted more than 25 years.

4. **500 Bicilindrica**

Designed to replace the C 4V, this bike was designed in 1933 and debuted in the October of that year with Omobono Tenni, winning its first race with Primo Moretti, on 10 December in Naples. It was used at length for racing and, over time, underwent substantial changes. It stopped

racing in 1951, after victory by Enrico Lorenzetti in Senigallia.

5. **250 Compressore**

Launched in 1938, the 250 Compressore won many races. In its first year of racing alone, it notched up 11 victories on the track in Monza. By 1939, it had broken 16 records. It "retired" in 1959, after 21 years.

6. **Condor**

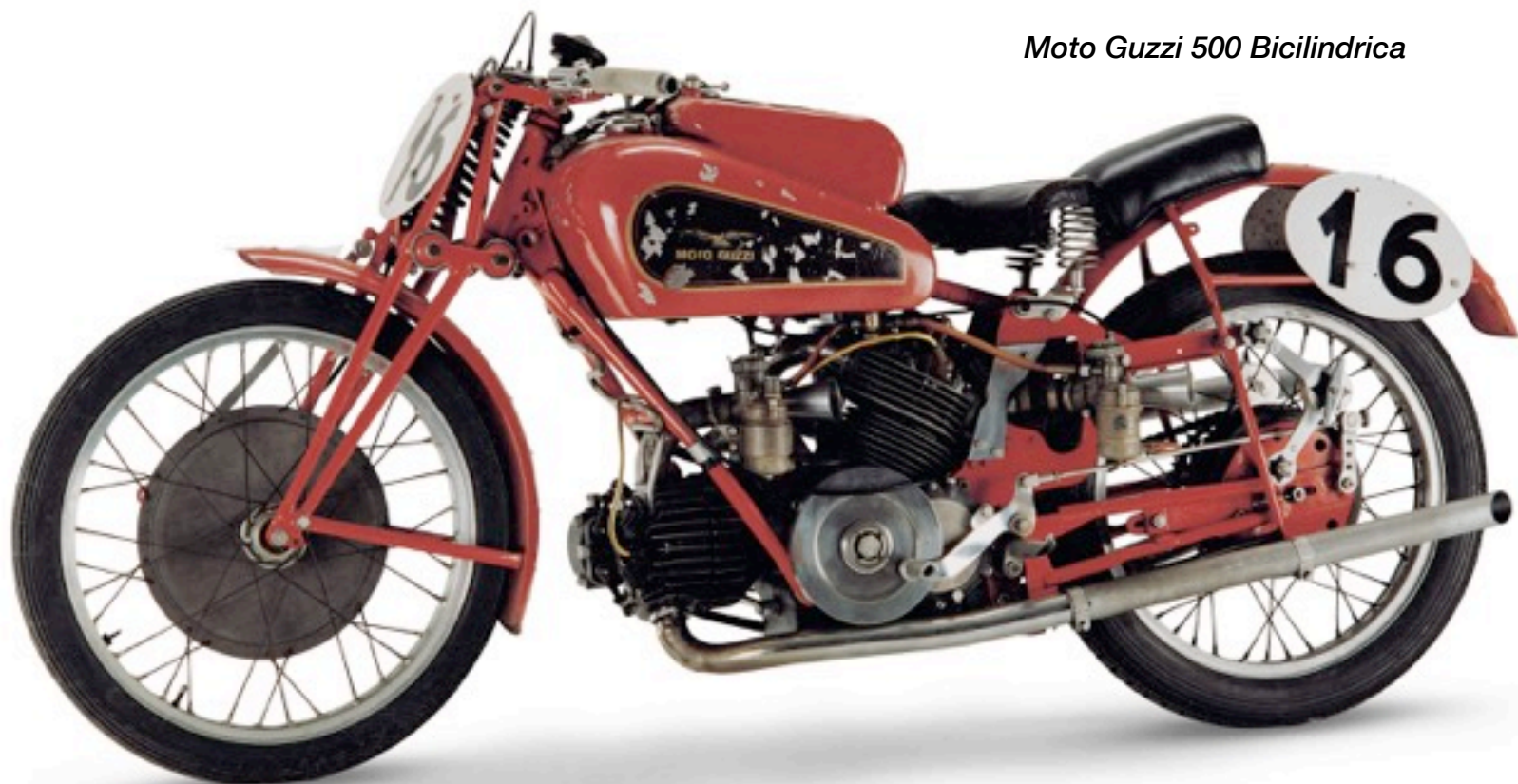
Presented in 1939 at the Motorcycle Show in Milan, this bike collected a many successes and victories. By 1946 however, after a pause due to the war, it was already time for something more powerful, leading to creation of the Dondolino. The latter matched and beat the success of its predecessor, in terms of both competitions and in riders' favourite. Its great agility gave it an advantage when racing.

7. **Albatros**

Designed by Carlo Guzzi and the engineer Carcano, Albatros was launched in 1939 and saw its first victory in the same year, on the track in Lausanne, thanks also to the skill of Enrico Lorenzetti. It continued to collect victories through to the outbreak of World War Two. Only the racing Albatros was then kept and, thanks to various modifications, it became virtually unbeatable.

8. **Gambalunga 500**

This bike, designed by the engineer Carcano, made its debut on the Superba Track in Genoa, on 8 September, 1946. This race saw rider Luigi Ruggeri forced to drop out when the magneto broke, but just a week later, the Gambalunga raced to its first win on the Walls Track in Bergamo. During its years of production, the Gambalunga underwent



Moto Guzzi 500 Bicilindrica

some changes, but it was always known as a reliable, flexible, easy to handle bike. Those who rode it included, among others, Lorenzetti, Omobono Tenni and Guido Leoni.

9. Gambalunghino 250

Transformation of the Albatros by Lorenzetti and Mastellari—with approval from the engineer Carcano—led to creation of the real Gambalunghino in 1949. Italian and international riders who raced on it included: Bruno Ruffo, Bruno Francisci, Gianni Leoni, and also Fergus Anderson, Mike Barrington and Tommy Wood.

10. 4 Cilindri 500

This bike was designed to replace the Bicilindrica. Conception and production was by Carlo Giannini in Rome, helped by his son Giovanni

Carlo and other technicians. From Rome, the bike came to Mandello in 1952 and was entrusted to Lorenzetti and Anderson for its initial tests. Following improvements, the 4-Cylinder debuted in 1953 and on 9 May 1954 it set a new lap speed record of 188.800 km/h.

11. 250 Bialbero

In late 1950, the manufacturers in Mandello began to experiment on engines and this led to creation of this bike, which in time underwent several transformations. Those 1953 twin cams, mounted on Gambalunghino frames and covered with a “bird beak” fairing proved to be very successful in races.

12. 350 and 500 Bialbero

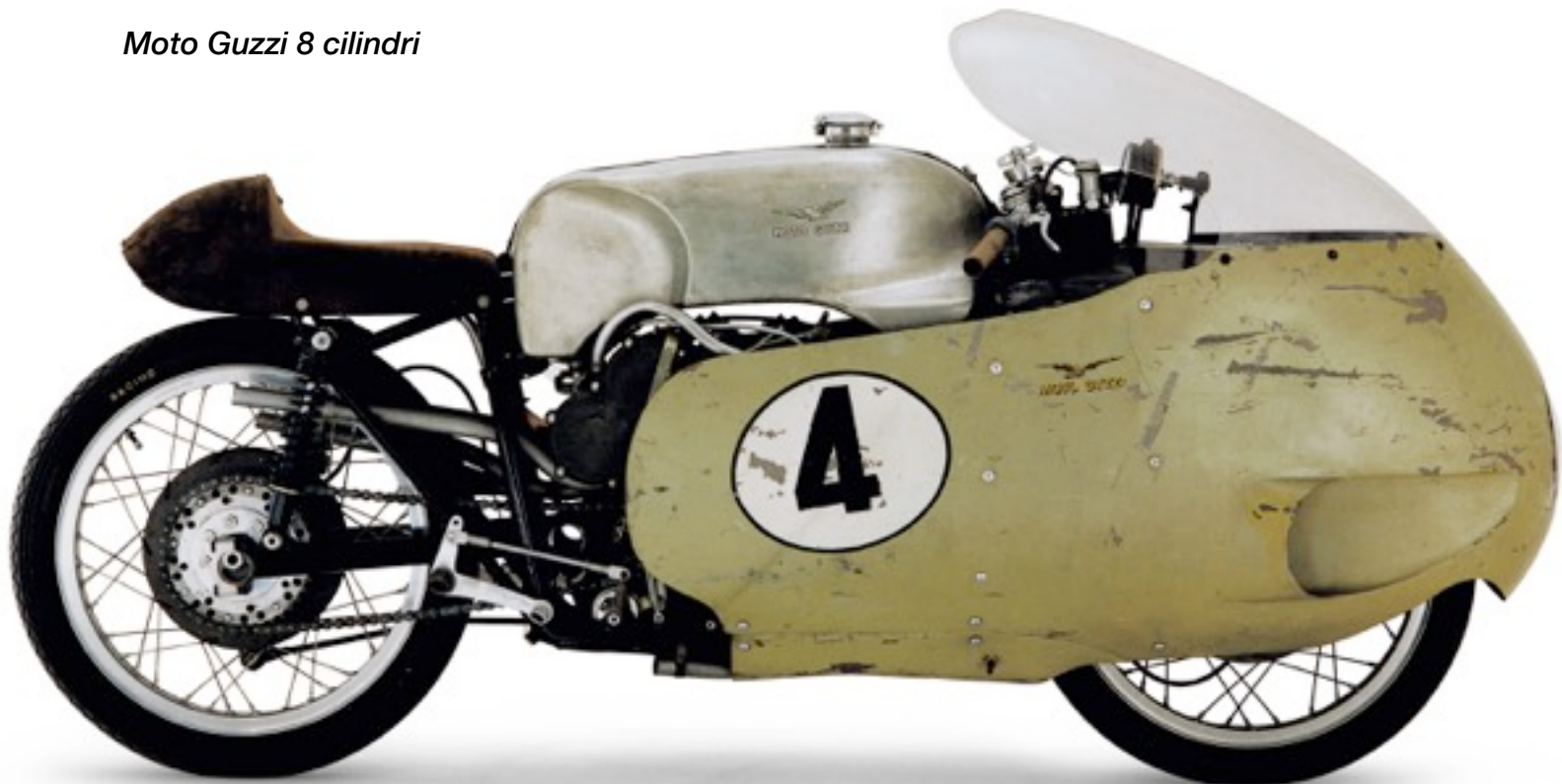
In 1953 it was the 350 Bialbero that won the title of World Champion, a title it continued

to bring home until 1957, when it was retired. In addition to the power of its engine, it was also extremely lightweight, easy to handle, stable and aerodynamic, having been tested in the Wind Tunnel. The 500 also achieved good results, even winning the Italian Championship in 1957. It had a top speed of 240 km/h.

13. 8 cilindri

This is one of the most legendary, cutting-edge bikes of its time. It competed in the World Championship 500 class in 1956 and in 1957. What was especially amazing about it were its technical components: from its crankshaft with its eight disc cranks, to its Elektron cast crankcase incorporating its two banks of cylinders.

Moto Guzzi 8 cilindri



TWISTED TWIN



STILE ITALIANO
MOTO GUZZI 950



Launched in 1999 Italian workshop 'Stile Italiano' specialize in the sale of high-end classic, collectable and exotic motorcycles, but behind the doors of their exclusive workshop, they have

another agenda, building jaw-dropping cafe racers.

Stile Italiano founder Gianluca Tiepolo and his small team of skilled builders aren't a custom workshop for hire though.

Together they build cafe racers for themselves.

Motorcycles built without restrictions or compromises. Cafe racers that meet their strict performance standards and finished to a concourse level of detail.

Along with lead designer Gianluca the Stile Italiano team consists of his business partner Cristian Diana and skilled mechanic of 25 years, Loris Lessio.

Moto Guzzi's are a common platform for Stile Italiano's cafe racer conversions and this bike was once an 850cc Moto Guzzi T3.

Named the Moto Guzzi CR950 very little remains of the original bike. During a build which Gianluca describes as "the most elegant one possible" their donor was transformed into a 70's style





road racer with design cues taken from Honda's legendary CR750.

Work began with a series of modifications to the Guzzi frame to fit the revised bodywork.

The bike's front end was then replaced with a set of 80s anti-dive forks for improved handling and a pair of super rare FOX air shocks were installed on the rear.

On the front wheel, you'll find another rare and costly item, a 300mm Fontana drum brake. Renowned for being "the ultimate European drum brake" these magnesium drums/hubs were commonly found on Works Trident racers in the 1960's.

Opting for original over reproduction, the CR950's full fairing is a restored 1970's race unit that's been modified to allow the v-twin's transverse

heads to protrude through it.

Clip on handlebars have been adapted to the forks to clear the fairing and an original V7 Sport speedometer sits above the top yoke.

The bike's handmade alloy fuel tank oozes classic cafe racer styling and has had its underside modified to house the battery out of sight.

At the heart of the bike sits a heavily modified T3 engine. Ported and increased to a capacity of



950cc. Each head has twin spark plugs that are powered by a Dyna ignition system.

Fuel is delivered via a pair of Dellorto 40mm carburetors and the exhaust is a one-off Virex system.

Along with optimizing performance, the exhaust system was designed to keep the Guzzi's proportions tighter. This was achieved by constructing a box style muffler that sits almost out of sight, under the bike's belly.

As you would expect from a workshop that specializes in highly collectable machines, the level of fit and finish on their Motor Guzzi CR950 is astonishing.

Gianluca selected a special 'mirror effect' paint resulting in a deep rich finish similar to that you'd see on a grand piano.



Touches of brass complement the gold of the paint scheme and anything that was once old looks like new again thanks to countless hours of skilled restoration.

Gianluca and his team spent 4 months piecing the bike together

which has now been sold on to fund their next project.

If the CR950 is anything to go by you can count on their next build as being nothing short of breathtaking.

14.



GREY GOOSE: A MOTO GUZZI 1100 SPORT FROM SAN FRANCISCO

Adam Grosser Instagram | Images by Courtney Cutchen



One of the wonderful things about customization is that it can breathe new life into otherwise unloved motorcycles. Need proof? Just look at the number of amazing Honda CX500s and Yamaha Viragos on the scene.

This Moto Guzzi 1100 Sport is another poster child for realized potential. The original wasn't the ugliest or slowest bike Moto Guzzi ever made, but despite having 90 horsepower on tap, it was porky and not very exciting.

This particular 1100 Sport has done a full 180, thanks to the remarkable skills of part-time builder Adam Grosser. It not only looks sharper than the original, but also goes a lot better too — with a bored-out engine and big suspension upgrades.

Adam works in private equity by day, but maintains his sanity by using his downtime to build things in a 10,000 square foot space in the San Francisco Bay Area.

Airplanes and boats are his usual fare (yes, really) but he's also built five custom motorcycles. He uses the tongue-in-cheek 'NeldaFast' moniker — 'Nelda' being his mother-in-law's name.

One of his previous projects was a Moto Guzzi V65 cafe racer. He enjoyed the quirkiness of the Guzzi so much, that he decided to build another one as a 'keeper.'

Adam liked the motor and fuel tank of the 1100 Sport. So he sourced a 1996-model specifically for this project: *"Bought it off a Guzzi forum from someone who*

would be devastated by what I did to it," he jokes.

The donor bike was pretty worn out, so Adam started by rebuilding the motor — bumping it up to 1,200 cc and turning it into a wall-of-torque monster. Most of the engine work was done in his shop, with the exception of some machining work on the cases.

Next up was the chassis. Adam sourced the front end off a crashed 2006-model Suzuki GSX-R1000 — using its wheel, forks and lower triple clamp.

He then modified the steering stem to fit the Moto Guzzi's headstock, then machined up a top triple to match. This should more than fix the slow steering of the stocker.



The brakes are from a newer GSX-R, upgraded with aftermarket rotors. Adam also installed a new shock from Matris out back, but left the stock Guzzi rear wheel in place. (We reckon it's a great visual match for the Suzuki front).

For the bodywork, Adam has hand-shaped a new fairing and tail section out of carbon fiber. He started by shaping the forms out of foam, before laying up the carbon and finishing it all off. He then convinced the famed hot-rod upholsterer Sid Chavers to wrap up the seat.

There's a distinct retro sportbike vibe to the tail section, but the front end takes inspiration from an unusual source. *"The front light treatment is a nod to the old streamlined locomotives of the 1930s"* Adam tells us.

Two deeply sunken headlights light the way, and there's an LED strip neatly integrated into the tail out back. Adam CNC-machined every last mounting bracket in his own workshop, and edited the subframe to fit the tail.

The exhaust headers are his handiwork too; they're hand-bent from stainless steel tubing, and designed to hug the frame.

The end cans are a pair of modern Yoshimura mufflers, originally intended for a 450 cc motocrosser. And the airbox has been ditched for a pair of velocity stacks.

Finishing kit includes a set of salvaged clip-ons, and a bunch of Motogadget cockpit bits, including grips, turn signals, switches and a speedo. Adam also rewired the bike

around Motogadget's ubiquitous m.unit control box.

It's a classy bike with an even classier paint job, thanks to John Bisson at Finishing Touch in Monterey, CA.

"John has painted all of my bikes and his work is flawless," says Adam. *"I had never seen a grey and bronze bike before, and I wanted to tie in the anodized fork tubes to the overall scheme."*

Adam says this is his most ambitious build so far, because it's the furthest he's distanced a bike from its original componentry.

Guzzi conversions seem to attract some of the sharpest minds (and skills) in the business, but this one is very special indeed.



The 47th Canadian Vintage Motorcycle Rally

is now over. I thought I would be out of place with my RT, even though it qualifies as a 20 year old vintage bike but I was not.

Actually, I had a good time there. The weather forecast was terrible. They were forecasting heavy rain for the weekend. They goofed again at Weather Canada and because of that many riders turned their back to this event. I told my wife, rain or shine I was going and what a weekend it was. I always had a "je ne sais quoi" for old motorbikes. Most of them you rarely see in life but this time I was there, listening to the engine noises, looking at the old bikes coming to life after just a kick... I was in heaven, almost...

The event grounds were covered of old bikes, vendors of all kind selling their very old parts, Winibagoes and tents were sharing the designated spots.

It is just too bad that they did not have a special location to display the vintage bikes in all their glory. It would have been better if we could have enjoyed them side by side under one of those pavillion instead of walking the grounds to locate them.

I was surprised to see long lost acquaintances and friends. I, of course, made new friends and engaged in "vintage" conversations. It was a great weekend. The

organization and the volunteers did a great job and the meals were very good.

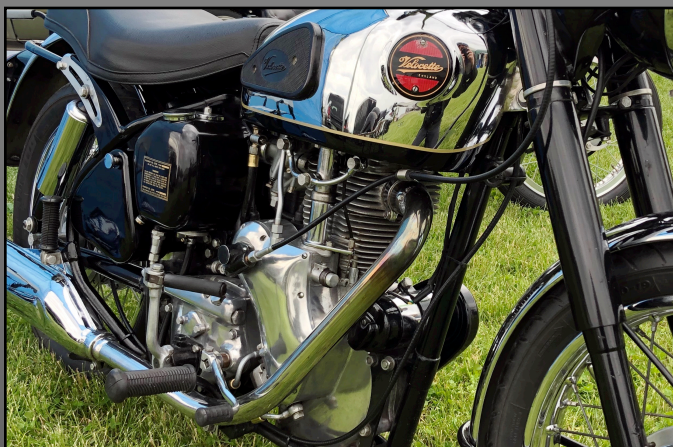
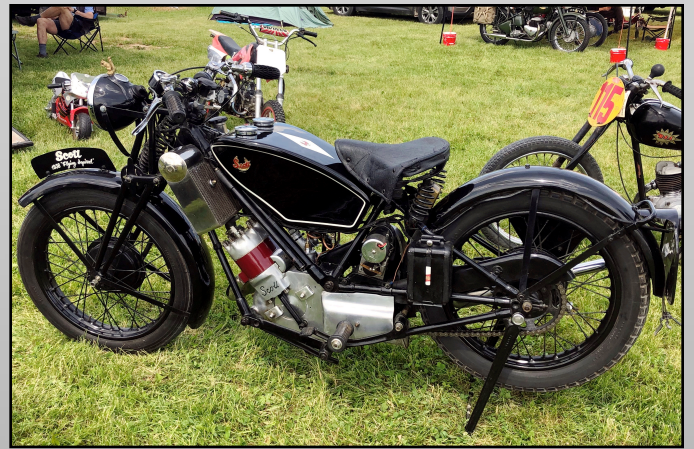
The theme for this year was all about women, and women of interest I met. They were all around riding, talking and sharing their experiences.



I arrived early on Friday, wanted to because I decided to help at the registration desk. After settling my tent and going around to check my surroundings, I felt ok, my patch of grass was perfect. Little did I know that the next morning when I came out of my tent I was surrounded by RVs. I later learned about a better spot for tents on those grounds. Next year I will know were to go... Hope to see you there...

My weekend ended with a smile when on my return home I found this note in the garage. Ed.







END OF THE WORLD

Officine Rossopuro's 'Finisterrae' Moto Guzzi Bellagio

by Martin Hodgson (Photos by Filippo Barbacane)

There is something connecting certain builders and brands that we may never understand, but such is the affinity between the two that one becomes synonymous with the other.

When it comes to Moto Guzzi that man is Filippo Barbacane of Officine Rossopuro from the beautiful Abruzzo region of Italy. He's taken just about every one of the marque's models and turned them into a portfolio of some of the best customs on the market.

Now he's back with his favourite steed from the Moto Guzzi stable, a perfectly crafted, alloy bodied Bellagio that he calls Finisterrae.

To say Filippo is passionate about the Lake Como manufacturers machines would be an understatement.

"The now consolidated Bellagio base for me is becoming a must. The quality of the engine and chassis is exceptional. Now many of my

specials have this starting point. The perfect compromise between modernity and the past. The name Finisterrae represents the end of all lands, therefore an unexplored terrain, unknown, so the desire to explore and discover. I wanted to make a bike that tastes retro but without exaggerating, so I tried to have a modern and vintage design at the same time."

In the Officine Rossopuro workshop the Bellagio 940 is hoisted up onto the lift, stripped



down and with just the bare bones in front of him, Filippo comes up with his plan. *"This motorcycle is born from the desire to have a versatile, lightweight and easy to use means,"* he explains.

Reducing weight is the first step and a natural part of his always present aluminium body work.

The stock steel tank is a monster and in its place Filippo places a handcrafted piece with svelte lines, more purposeful edges and a lower height to reduce the visual size of the Guzzi.

With the factory bike coming equipped with a huge seat with a heavy steel base and one of the biggest rear fenders on the market, it's the work that you don't see that makes the tail so tidy.

The frame has been cut back considerably with the lower subframe rails capped and an integrated alloy fender fabricated.

Then Filippo could get to work constructing the beautiful tailpiece to compliment the tanks lines.

In between the two a hand shaped and stitched black leather seat keeps those lines flowing, before it was time for paint. *"The colour of the bike is a very dark red, it looks black but it's not. I liked using the classic Guzzi colour but in a very special version and only in the sun it shows."*

One of the great additions to the Bellagio over earlier models was Moto Guzzi finally getting the fuelling right, giving the rider the feeling they have a direct connection to the 940cc V-Twin.

With power through the rev range and torque always on tap, it's the sort of engine that makes you want to ride all day. So to give it the soundtrack it deserves Filippo bent up one of his signature exhaust systems, a 2 into 1 setup with smooth as silk path to the rear. To give things some aural pleasure on the induction side of the engine the throttle bodies feed via twin K&N filters and the Guzzi twin is ready to roar.

"With power through the rev range and torque always on tap, it's the sort of engine that makes you want to ride all day."

With some more mechanical aggression dialed into the cruiser, the handling needed the same, as the stock bike is particularly soft in the rear end.



To raise it up and enable the chassis to be fine tuned for more spirited riding, Filippo swapped in a fully adjustable mono shock.

Up front the standard telescopic 45mm conventional forks remain, but with new internals to match the new rear end and the same adjustability for rebound and compression.

Unlike a lot of factory cruisers, Moto Guzzi doesn't leave braking to chance and a pair of 320mm front discs with Brembo calipers ensure a firm lever at all times.

With a sportier ride the controls had to match and the factory bars were a little too chilled out and laid back for any serious riding.

To remedy things Filippo mounted a set of aluminium risers into the stock trees and fitted up low-rise bars with a wider arc to give the rider total control.

The stock switchgear has been reused to make functionality flawless, but the factory grips with their big chrome end caps have been swapped out for a more fitting set of vintage styled items.

The indicators on the stock bike are far too big even for the wide Guzzi, so a set of smaller smoked out items are mounted closer to the body at each end.

To finish off the Guzzi build Filippo wanted to add as little weight as possible when installing the last of the functional components.

The wiring loom was stripped out and simplified before being re-installed with as much of it hidden as possible.

The airbox is gone and so too the large battery that nestles in front of it, replaced with a small lithium unit.

While both the front fender and reaction rod on the rear swingarm are more of Filippo's creations from his favourite alloy material.

The final product is another Officine Rossopuro masterpiece, now ready to live up to its name and explore the stunning Northern Italian terrain.

ONTARIO GUZZI RIDERS

2019 WEST NIPISSING RALLY



at the Joli Voyageur Resort and Campground
95 Caron Road, Lavigne, just down the road beside the Lavigne Tavern

ALL MAKES WELCOME

Pre-registration fee \$28USD or \$35 CAD

At the gate rally fee \$45 CAD

Includes Saturday hot breakfast and dinner and Sunday early continental breakfast.

Friday evening is Tavern night with burgers and brats and free musical entertainment.

Awards, door prizes, campfire, group rides and 50/50 draw.

Accommodation separate. Camping \$15 per night at the JV. Cabins available at the JV and other nearby sites. See website for details: www.jolivoyageur.com (705)-594-2813

Please, please, please pre-register. It helps us make it better for you.

Pre-register through the website at www.ontarioguzziriders.com via PayPal, or cheques to Phil Tunbridge, 89 Loughheed Road, Barrie, Ontario, L4N 8E1 (705)-722-3312



LUCKY PUNK. A Moto Guzzi V7 Racer from Lucky Customs *by Martin Hodgson*

Buying a brand new motorcycle is a big decision for anyone. But to then hand it over with zero mileage on the clock to be chopped up for modification means you've gotta ask yourself one question: *"Do you feel lucky?"* Well, do ya, punk? With a resounding 'yes,' Motoplex of Argentina – importers to the country of new Italian motorcycles – avoided the shot and were simply blown away.

They'd made just the right call and handed the keys of a new Moto Guzzi V7 III Stone to Lucas Layum and the crew at Lucky Customs who picked the path and delivered a brawny V7 Cafe Racer.

For Motoplex the decision to allow one of their own bikes to be cut up

was not only a risk for the machine itself but the end result would reflect on their company image.

So they couldn't just turn to any old shop, but Lucky Customs more than has the runs on the board and Lucas had no fear when it came to attacking a new bike for a big time client.

The moment the V7 was up on one of the workshop lifts it was completely stripped down to determine exactly what was possible and the direction the crew would take.

Immediately they settled on the fact that to make a significant transformation of the Guzzi they'd need to change the racer's suspension front and rear.

They wanted to go big and no further work would progress until the bare rolling chassis was exactly the way Lucas wanted it.

The front end was the easier of the two to tackle with the stock 40mm right way up units ditched in favour of gold anodised USD forks. An adaptor was made for the lower leg so the stock Brembo caliper could be used and cleverly, despite the change the ABS remains.

Out back it was a whole different story with trial and error proving to the team that keeping the twin shock setup would never deliver what they were after. Both the factory swingarm and subframe were removed and the angle grinder spun into action to cut away all the



unwanted metal. Then using a system similar to that found on some Kawasaki models the main frame was reinforced to accept one end of the new side mounted mono-shock setup. At the other end the original shock mounting points were used to fix the new swingarm cage, with plenty of

testing 'till the geometry was spot on.

Before the V7 cafe could come off the lift the rolling stock had to be sorted and the intention had always been on giving the bike a tougher look.

The factory V7 Stone mags were ditched and the combination starts with new Guzzi hubs laced with stainless spokes to wider alloy rims front and rear. This allows for the 100 front and 130 rear tyres to swell to 120 and a meaty 160 section out the back from Bridgestone's Battlax range.

Down on the floor

and Lucas could begin to envisage the way he wanted the metal work to best continue the beefy theme.

At the rear with the subframe already cut back for the new suspension setup a small cafe racer-style tailpiece was hand formed to show off plenty of tyre. A recess was cut in that allows an LED tail light strip to be frenched in. While the metal continues to wrap under the subframe to provide a neat space to store some of the modern bikes many electrics. The alloy seat base was lightly padded before being wrapped in diamond stitched leather, a theme that extends onto the tank.

That fuel tank is in fact the stock item but has been heavily modified with inspiration drawn from the entire Moto Guzzi V line up.

The brawny sides were cut back with hand fabricated vents welded





over the top now extending out over the valve covers. The back section of the tank was smoothed out to fill some of the lines that are normally taken up by the stock seat.

With the final touch the hidden mounts for the small but signature Lucky Customs badging. The headlight surround runs with the air vent style, the custom housing adding a futuristic touch to the factory's vintage version.

Powering the café fun is of course a beautiful Moto Guzzi V-Twin with 744cc of cubic capacity and smooth linear torque.

It's not the most powerful engine so to add some extra ponies the airbox has been simplified and a single foam filter added. But its the exhaust that makes the splash, a stunning hand fabricated stainless steel system that wraps around the engine and vents inconspicuously

out to the left side under the swingarm.

Finally to give the engine the Lucky touch it was sprayed in a gloss black and the cooling fins meticulously polished.

Last but not least is the area in which Lucas takes great pride, stripping the bike back for a meticulous final assembly that allows the tins to be painted without the risk they'll be damaged from further work.

The dominant colour is blue but three separate hues are used along with gold and ivory-white to create the final finish.

To wrap it all up the race number 62 was applied that symbolises

the number of custom builds the shop has turned out.

With more than half a century of killer creations under their belt it was really no risk for Motoplex after all and the result is one very Lucky V7 café racer to call their own.



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ROCKET CUSTOM GARAGE BOL D'OR

by James Mc · Bike by Rocket Custom Garage



When the order for early retirement came through from his superiors, Ron Fairbrother found himself looking at life back in civvies with a lot of time on his hands. *'Yes Sir, no Sir, three bags full Sir'* would be left far behind and the vacuum needing filling with a hobby. Rocket Custom Garage became the plug, letting Ron attack a lifelong passion as he would the enemy lines. Building bikes with a regimental attention to quality, the Bol D'or is the most recent bike to roll out onto the front line. This was to be no parade ground pony though, performance being just as important, so when thrown in the battlefield of a trackday, the old guard would embarrass a few of the young upstarts.

His 4th major build, Ron has previously put together a Flatlands Racer framed bobber and a Harley V-Rod Cafe Racer. Next up on the block though Ron fancied a bit of old school European flair. The Ebay coin toss landed on a rather tatty 1980 Moto Guzzi Mille GT. Beneath the 32,000 miles of corroded aluminium and flaky paint lay the key ingredients; Tonti frame, big block engine and triple discs. This was the one.

Once in bits the pile of useful parts was considerably smaller than the pile to sell on. Effectively just the

frame, engine and wheels, nearly everything else was resold and recycled to go back in the build fund. The frame received a simple delugging and looped rear end; any other changes to the Tonti masterpiece is tantamount to sacrilege. A deliciously deep stove enamel coating of zinc oxide onto which the blue was overlaid makes for an incredibly tough finish and shows the simplicity of the frame to it's best.

Weight saving was a key aspect of the build. As the bike was designed to be both a fast road bike and track tool, simplifying the electrics meant unwanted pounds were shed and non track-essential parts could be easily removed before trickling down pit lane. A GPS speedo reduced trailing wires while massive weight savings were made through the use of modern electrical components. Ron notes:

"The battery was the biggest single weight saving, weighing in at 1.3kg, opposed to the near 13kg of the original, and is housed between the carbs thus keeping the frame clear under the seat. It was only after constructing this, did I see Kaffee Maschine's method of hiding the battery under the gearbox. Hey, it is my first Guzzi build. Anyway, while we are on the weight



saving, my estimate for the total bike is an overall reduction of about 35kgs.”

A very useful weight loss indeed, which will help the bike flik-flak through the twists and turns of UK circuits.

That iconic engine is key to the look, and feel, of the bike. Rather than prat about, Ron handed it over to his friend Paul Curtis, an engine genius, who builds Laverda's for himself whilst rebuilding engines of all makes for others. As he explains;

“Once gutted, it was aqua bead blasted ready for my original plan of black enamel; however, once I had seen the immaculate blasted finish, I just couldn't bring myself to cover it in paint. Good move because it looks splendid now. He fitted new valve springs, valves, shell bearings and rings etc., along with a 2.3kg flywheel vice the 4.2kg original and a new clutch. The remainder was left untouched as it showed no sign of wear. The carbs were kept original too, just re-built with new parts and re-jetted for the bell mouths now the airbox had been junked. And the bloody thing started first time,

sounding proper nice through the new stainless pipework and titanium end cans. I do like a loud bike.”

To further help turn the heavyweight Guzzi into a lean, mean fighting machine, the rolling chassis was thoroughly revised. Ron made sure the suspension could handle the rigours of fast road and track riding.

“Front forks are pretty much all new with progressive springs, new stanchions and dampers, held together with the original yolks, only the black lowers are original. Rear shocks were sourced from The Shock Factory and are smashing quality too. Front and rear wheels are originals but with new rollers and spokes and a satin black enamel coating. Brakes were given the new treatment too, opting for more modern discs and new OEM Brembo callipers. This pretty much sorted the rolling chassis, bar the blasted and stoved swingarm and all new bevel gear internals.”

For rider controls, new bars made from thick ally tubing gave a wider stance that Ron prefers for riding. A new Brembo master and clutch lever, Ducati 748 kill switch and universal switchgear for the right side rounds out the spartan functionality in the cockpit.







Transforming the Mille from grand-tourer to 'go-faster', the tank, seat and fairing combo work together along Lino's horizontal line for that perfect balance of purpose and beauty.

"The seat unit and Le Mans tank were Ebay finds and the fairing is the Con1 from Airtech Streamlining in the US. It's smaller than the usual BMW/Guzzi affair and fitted well with new bracketry, more to the point, it doesn't dominate the front of the bike like the latter do. The screen was cut down by me for a more retro/custom look. The paintwork was completed by the master himself, Ty Lawyer at Pageant. The tank required much reshaping prior to coating and the overall effect is stunning in the flesh. The only thing I'm not 100% with is the seat, which I will have re-done in the new year; apart from that she's awesome all over."

Couldn't agree more, Ron. That classic Guzzi silhouette is unmistakable, long, low and, in this case, lean.

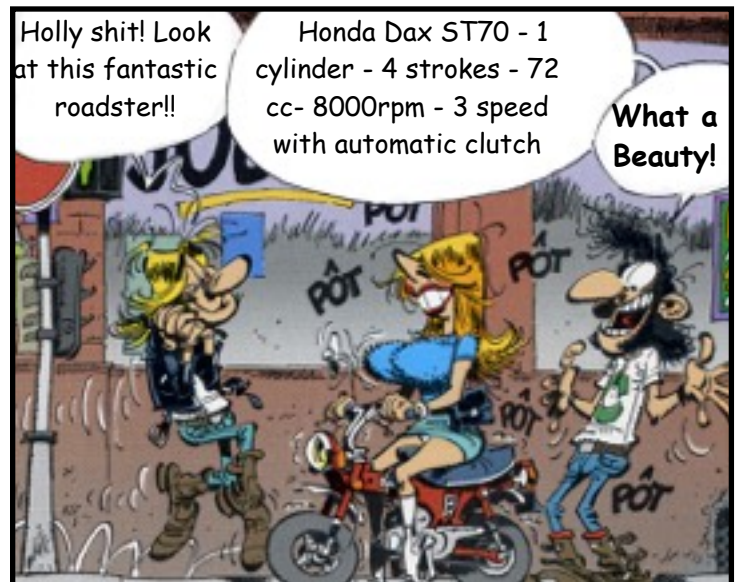
A fantastic tribute to the crazy Bol D'or racing at Paul Ricard in the '90s. As Ron reminisces, "Mad days racing each other through the mountains, camping, drinking and generally being incompatible with polite society. Proper biking." Hard to disagree with that. Although he's yet to take her on a proper test ride thanks to the UK's inclement weather, the initial 5

miler went perfectly: 'she revs well, sounds the biz and looks exactly how she should'.

That's the sound of very happy man and a job well done. We can't wait to see what comes next; here's to early retirement!



Another Joe Bar Team story...



Swiss Multi-Tool Tick Remover



If you spend time outdoors during tick season, this reliable multi-tool is good to have in your pocket. It includes two components for responding quickly to a tick bite on people or pets.

The sturdy plastic tick remover lets you snag the insect and detach it from the skin, and has a built-in 3X magnifier so you can inspect the bite area to ensure the tick has been entirely removed.

The multi-tool also has a corkscrew, tweezers, a sewing awl, a punch/reamer, a bottle opener with an integral wire bender and #3 slot screwdriver, and a 3" blade made of 440 stainless steel (hardened to Rc57).

Similar to other multi-tool blades with an integrated safety lock system, this version locks in the open position, but what sets it apart is the nearly invisible release mechanism located under the cross symbol on the handle. Simply pressing the symbol lets you release the lock so you can easily and safely close the blade.

A soft-grip thermoplastic elastomer (TPE) coating on the contoured handle makes it easy to hold, even with wet or greasy hands. Usable left or right handed, the tool folds to 3-3/4" long and weighs 4 oz.

Made in Switzerland.

<http://www.leevalley.com>

Price \$44.50

Leatherman P4 The future of multi-tools



Leatherman's Wave has long been a standard-setting plier-based multitool, but the Portland-based company says it's ready to blow it out of the water with its new Free series gear, which uses a new magnetic one-handed opening mechanism that means you no longer need your fingernails to open it.

The Free tools are said to feel much looser in your hand. Where previous Leatherman gear has been quite stiff to open out, often requiring both hands, the Free gear pops open from its magnetic closure mechanism and swings around as freely as a butterfly knife, letting you get to the pliers with one hand if you're busy hanging onto something with the other.

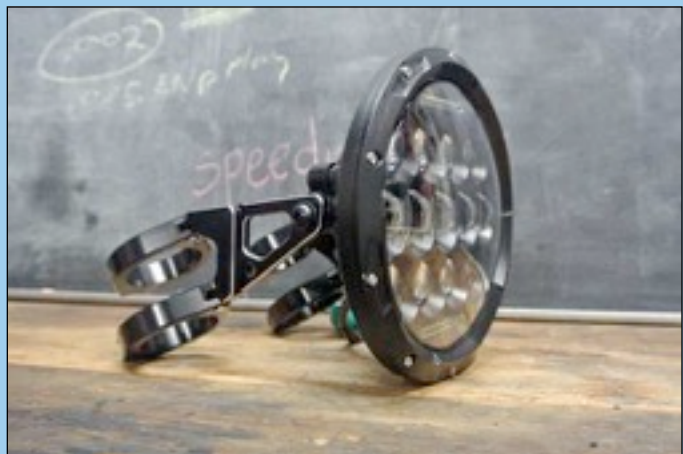
Where you'd normally need to dig a fingernail in to flip out the other tools, the Free gear uses a new thumb-release mechanism that pops all the tools of a single bank out much more easily, after which you lock out the desired tool with a satisfying click and flip the others back into place in the handle.

That's basically it. Beyond the new opening and closing mechanisms, the Free gear is much the same as the Leathermans you've known and loved. But the company says this single switch in design philosophy is the biggest step it's taken since the release of the original Leatherman "Pocket Survival Tool" back in 1983.

The Free P4, pictured above, packs in 21 tools, including the all-important bottle opener, and there's a slightly smaller version called the Free P2 that omits the saw and replaces the serrated and smooth knives with a single combo blade.

The Free P4 will retail around the US\$140 mark, and the P2 around \$120. They're already available in some markets and both will come with Leatherman's standard 25-year guarantee.

LED Headlight by Speed Moto



If you need a replacement headlight and are considering something with modern looks, this may be the device for you.

Available bracket size options range from 32mm to 58mm with some split sizes.

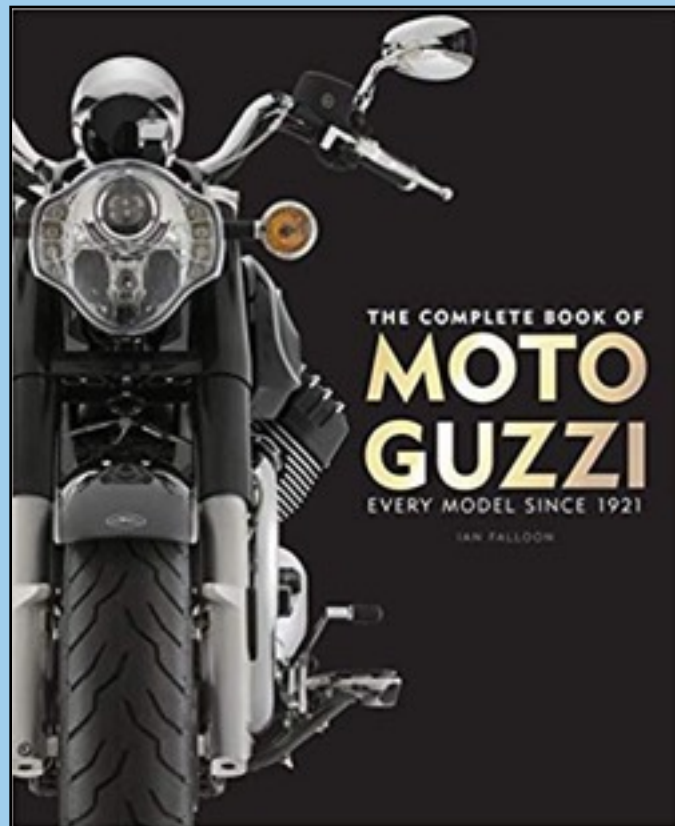
At 10-30 volts and 75 watts, these fixtures were made with old “lazy” charging systems in mind.

The housing is made of cast aluminum, and the lights will net you 4,000 lumens, quite brighter than average car headlights.

Available from Speed Moto

<https://www.speedmotoco.com/Default.asp>

The Complete Book of Moto Guzzi: Every Model Since 1921



The Complete Book of Moto Guzzi collects all of these iconic motorcycles in a visual encyclopedia for a compendium unlike anything the motorcycle world has seen before.

Moto Guzzi has experienced low points as well as high points. In February 1967, a state controlled receiver took ownership of Moto Guzzi. It was while in receivership that Guzzi developed the 90-degree V twin engine that came to define Moto Guzzi. De Tomaso Industries Inc. purchased Moto Guzzi in 1973.

In 2000 Aprilia S.p.A acquired Moto Guzzi. In 2004, Piaggio & C. S.p.A acquired Aprilia. With the financial backing of a large corporation like Piaggio, Moto Guzzi was once again on firm financial footing, and sales have been on the rise.

For the first time ever, The Complete Book of Moto Guzzi: Every Model Since 1921 collects all of these iconic motorcycle in encyclopedia form, written by widely respected Moto Guzzi expert Ian Falloon.

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