2016 Moto Guzzi Vanguard V8 jeans
Bringing a new publication to life is never easy. Fitting in a new environment, meeting the expectations of the readers is hard because rarely a newsletter editor gets any feedback from club members.

That game of cat and mouse, finding out what will work and won’t, is all part of the job. And when finally you meet your readers at a motorcycle event, the reward could be quite an experience.

I come from a different background, but my passion is the same. I am not attracted by the modern multi-cylinders, I ride a 16 year old flat twin, and because our worlds are so close to each other this is why I became your editor.

I remember my youth and the rivalry with my brother (we were riding second hand Guzzi and BMW bikes). As time goes by, you realize that there is no perfect motorbike, there is no perfect touring bike, you learn to cope with the flaws of your machine, hoping that the factory will do something about it, but the passion remains, the love is there and nothing or nobody will make you change your mind.

Have you heard about the MOTO GUZZI V8? Well I did in my youth. By the time I was old enough to ride a motorbike, the GUZZI V8 was no longer existing. This mythical bike of the 50s left a solid impression in the industry and long after it disappeared, people were still talking about it.

In the 60s, this iconic bike was on my shelf. I bought a MOTO GUZZI V8 - 500CC 1/9 kit from Protar. It took me weeks to finish it but what a beauty. It was like owning a piece of history at a fraction of the cost... Kids are not into that anymore...

Ok, you are probably wondering why I am talking about this machine, well, recently another V8 showed up. A replica? Not quite. I am talking modern GUZZI equipped with a kind of look alike fairing.

Nothing to do with the original 8 cylinders of the times, but it is what I can call a nice exercise in style and design.

The retro look of this “contraption” brings you back in the past and right away makes you think with nostalgia on how wonderful it would have been to watch such bike on the racetrack in those days...

So for history purpose, after the article on the Vanguard V8, I am including some info and pictures on the original GUZZI V8 of the 50s...

Till next time... 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, Motobecane and Peugeot motorbikes and remains as much in love with motorcycles as when he first got his first 49cc Mobylette.
Hello everybody,

I'm sure most of you have put your Guzzis away for the winter by now, although I'm sure some hardy souls (you know who you are, Nick) will use a sunny day as an excuse to go riding, no matter the temperature. I hope you all had a great riding season in 2016, and I also hope that 2017 will be even better.

Just a few words to introduce the Moto Guzzi News Express newsletter.

Pat Castel, the editor, became involved with the Ontario Guzzi Riders way back in 2003 when the International Order of Rolling Broccoli Riders and the OGRs got together to hold the first of four fantastic rallies at Camp Saulaine in Utopia, near Barrie.

Through no fault of our own, Camp Saulaine is no longer available to us and I believe that the Rolling Broccoli Riders are no longer functioning, but Pat has recently returned to riding after an enforced absence for a number of years, and after attending our 2016 rally in Lavigne, he offered his services to provide us with a newsletter so that we may be better informed on all things related to Moto Guzzi.

In this issue you will find a report on the 2016 rally and preliminary news of the 2017 rally, which will include a number of, what we hope are, improvements.

In future issues I was thinking it would be great to include rider profiles, talking about what got us into riding in the first place, the bikes we’ve had and some of the rides we’ve been on.

I’m offering to start the ball rolling in the next issue talking about myself, but I will be asking for volunteers to provide me with the information, hopefully accompanied by some photos, for me to write profiles for future issues.

I’m sure you will all enjoy the newsletter and we’d be pleased to hear from you concerning the articles, or anything Guzzi related that you’d like to talk about.

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.

The Ontario Guzzi Riders
"Moto Guzzi - The Complete History from 1921" is a massive book at 35 mm thick (1.5") and nearly 500 pages. In fact, the book's size is what first attracted me to it, because I figured anything this big must be "the" definitive Moto Guzzi story.

I believe the book has been available in Italian for several years, but this new fourth edition has been translated into English and it's apparently created some buzz in the Guzzi community.

A good place to start, of course, in any book subtitled "The Complete History" is with the origins of the company. The beginnings are described in some detail and although I am vaguely familiar with the story of Carlo Guzzi and his passion for engines and motorcycles, the book goes into some detail on Giorgio Parodi and Giovanni Ravelli, Guzzi's original partners. Ravelli, who was a pilot, later died in an airplane accident just a few days after WWI had ended. The eagle with outspread wings that adorns Moto Guzzi motorcycles to this day was added to the logo in his memory.

The book is divided into 13 chapters and an additional but slim "Chronology of Production" is included at the end that lists the frame (but not engine) numbers for each model. The first half of the book is a narrative history of the company, its racing history and the motorcycles, with lots of text and photos, starting at 1921 and continuing right up to 2007.

The book is loaded with black and white photos and the quality of the reproduction ranges from very good to excellent, depending upon the source image. The middle of the book divides the narrative history from the year-by-year model descriptions in the second half. This middle portion that serves as the divider features high-quality single-page color photos of famous Moto Guzzi motorcycles, from the 1921-1924 Normale 500 cc, which somehow looks more modern than its contemporaries to the 1998 V11 Sport.

The second half of the book starts again with the first models, and each model or model year is described in detail, along with very good quality photos (mostly black and white) and specifications and engine or other diagrams.

The material in this section isn’t anything that Guzzi aficionados haven’t seen before, but it’s nice to have the complete history available in one source.

The cool part that I haven’t seen before (although I’m sure it exists somewhere) are the sections on Moto Guzzi racing bikes; four-wheeled record breaking vehicles; military and police motorcycles (including the 3x3 mountain vehicle); and a section on experimental vehicles and prototypes.

I really enjoyed this book and it’s nice to have such a complete history all in one volume. The only disappointment is in the printed layout. The narrative in the first half has lots of text, and unfortunately the publisher didn’t break up the paragraphs into small enough chunks -- and they weren’t very fond of the carriage return either.

You can see some of the sentences end and a new paragraph is started abruptly on the next line; this gives the book an unfinished feel, like the editor didn’t go through and clean up the text after it was imported from the word processor. It’s almost like the text was imported into the book, made to flow around the photos and that’s it. Unfortunate, but not really a deal-breaker.

But for a list price of $116.35 at amazon.ca (although it can be found for around $75.00), I was expecting a more professional-looking layout that would do the subject justice. I’m knocking off a helmet for that, but otherwise, the content and material are very good and this is an enjoyable read, especially for Moto Guzzi fans and historians.
There’s precious few motorcycles that manage to make it all the way to the top. And I’m not talking about the top of sales, races or popular culture.

I’m talking about bikes that obtain something altogether more legendary. Bikes that are spoken about in hushed tones. Bikes that they build museums to house.

The bikes that changed motorcycling. Burt Munroe’s Indian was one. The Brough Superior is another. And without a shadow of a doubt, Giulio Cesare Carcano’s 1955 Moto Guzzi, aka ‘The Otto’ can take its seat at the table, too.

Ahead of its time and earning a reputation as a widow-maker, the bike’s moment in the limelight was to be short-lived. But with this injustice squarely in their sights Amsterdam’s Numbnut Motorcycles, in conjunction with Gannet Design in Switzerland and Vanguard Clothing decided it was time for the legend to make a comeback.

“Numbnut Motorcycles is a collaboration of 9 friends who have been building custom motorcycles in Amsterdam since 2012,” says chief Nutter, Roderick Seibert. “The guys all have their own style, so the bikes that leave the garage are very different from each other. We’ve built everything from 1940’s flathead Harleys to brand spanking new Yamahas for their Yard Built program.”

And as it happens, the Dutch Vanguard Clothing brand has a long-standing relationship with Moto Guzzi. Together with Numbnut, they got together to see if they couldn’t come up with a unique way of celebrating the launch of their new ‘V8’ jeans. Of course, the bike you now see is the result.

And the ‘V8’ name isn’t the only similarity the bike and the jeans have in common. Clearly, we have the American automobile industry to thank for the popularity of the V8 engine in the first place.
And in post-war Italy of 1955, as with most other places in the Western world, American culture was huge.

With thanks going largely to America’s 50s economic and cultural boom, you could barely move in most Italian cities without bumping into a jeans-clad teenager sipping a Coke and dancing to a jukebox.

In motorcycles, as in fashion, the Americans were king – and Guzzi’s original V8 is the lovechild that proves it.

“The build process started with Numbnut and Gannet talking together with Vanguard in the middle of 2015,” says Rod. So coffees were drunk and ideas were bounced… and bounced some more.

Then the hands-on stuff started in early 2016. “We stripped the donor bike, a 1400cc Moto Guzzi California ‘Eldorado’, of any plastic and all those other not very appealing bits that many modern bikes have nowadays.

After that we put on the right tires for the design (the inimitable Firestone Champion Deluxes) and added a pair of YSS twin shocks to get the stance right.

We find that this is always the first thing you need to get right; the rest of the bike’s design should always follow the lines that the bike naturally shows in this first, all-important stance set-up.

The next thing was to make the exhausts. “We wanted something that mimicked those short-style pipes from the 1955 bike.” By all accounts, they sound mean and as you can see, they look it, too.

“We then welded the subframe that holds the dustbin fairing. A lot of mounting and unmounting was required to get the fairing to be perfectly straight on the bike, or to hit ‘the sweet spot’ as we put it.”

The tank was made after the boys had conquered the fairing, for obvious reasons. “It’s got knee indents and an overall shape which fits more closely to a racing bike. The seat was shaped afterwards to smoothly follow the line that starts from the top of the tank and moves backward.”

Naturally, the (now reversed) controls for shifting gears and the rear brake pedal needed a dramatic relocation from their original cruiser position to their new ‘racer’ position. All up, they took a full 80cm (31”)...
journey to find their new home.

Last but not least, it was time for that beautiful paint. “The color on the fairing is dubbed ‘Racing Green,’ and it really brought the whole project to life once it was laid down.” And then, with the matt black striping added on top, the paint job was complete.

When we asked Rod about the hardest part of the build, his answer was simple. “The hardest thing was to find parts for this particular model of Moto Guzzi. These bikes don’t often get a custom treatment, let alone a racer treatment, so as you can imagine we ended up having to get pretty inventive.”

And what does the team like the most about the finished product? “We were particularly proud of the radical transformation we did with this build,” notes Gannet’s Ulfert Janssen. “The base for this custom was essentially a very large cruiser. Transforming something like that into a flat-out racer with strong stance and a ‘fast forward’ design was fun as hell, but incredibly challenging at the same time.”

We’ll give Rod the last word. “Even though the proportions are very different compared to the original Guzzi V8, I think we managed to design a very cool hommage with the Vanguard V8. The design and building quality opens eyes, and open pipes sure turns heads.” Sounds like a perfect bike to us. Now all we need is for Moto Guzzi to give us that V8 engine.
we've all been waiting 60 years for. We're ready when you are, guys.
Gannet Design – the Swiss design and strategic consulting house is back with one more concept centered on another Moto-Guzzi. This one’s called the Le Mans Sprinter.

With the huge fairing up front, one could say that this concept harks back to the legendary Moto Guzzi Otto/V8 from the 50’s, one of the few motorcycles in the world to carry a V8 engine in its midst.
However the design revolves around a Moto Guzzi 850 Le Mans Mark III from the early 80’s, albeit with a heavily modified frame and that fairing is in fact, inspired from gannet seabirds – them being the inspiration for the company’s name and logo as well.
Although a few references from the 500 V8 have been incorporated in the overall design, the fairing’s design is loosely based on the seabird’s looks and other attributes.

“Head First Diving Only”– scribbled on the fairings of both the bikes signify the hunting tactics of these seabirds.

They are known to dive from 100m and more head-first and slice like an arrow into the water for some unlucky fish, which are plucked from the water in a jiffy by those strong beaks.

Gannet says these bikes imbibe the bird’s craziness, special beauty and characteristics.
The Le Mans Sprinter concept spawns two variants— the 1R.Blue version, which would be a drag sprinter, is attached with little wing for extra down force and the 2R.Black version, which will come with a small head light beam for potential long distance racing with night legs.

Though the bikes are mere design concepts at the moment, Gannet reckons events like the fun drag race at Wheels&Waves – Punk’s Peak Race or Glemseck 101 would be the perfect environment to race this beast in the future.
1955 Moto Guzzi
500cc - V8
Frank Melling is the organizer of the British vintage motorcycle extravaganza known as Thundersprint. Melling began riding five decades ago and remains as much in love with motorcycles as when he drove his first bike into a cow shed wall aged ten. In the last 50 years, Melling has competed in every form of motorcycle sport and now declares himself to be too old to grow up and be sensible.

The Moto Guzzi V8 is wheeled out of Sammy Miller’s workshop and into the courtyard of the racing legend’s motorcycle museum. Immediately, a group of grey-haired enthusiasts gather round the bike. Eight cylinders – each with its own carburetor. Sixteen valves, two banks of camshafts. Oil in the frame for cooling and mass centralization and with a top speed timed at 178 mph – a bike which would take on a current Superbike, despite being only 500cc. This is no ordinary motorcycle.

One of the aficionados stands proudly by the Guzzi – but still a respectful distance from this motorcycling legend. He pulls in his ample belly and stands up straight like a Grenadier Guard coming to attention. He knows he is in the presence of magic. He tells his mates, “I’ve waited all my life to have my picture taken next to that bike. I can die happy now.”

I don’t tell him that in less than an hour I won’t be standing next to the Guzzi – but riding it. Like him, I am in awe of this motorcycle.

As I pull on my leathers I am nervous – very nervous. I never doubt my ability to ride exotic bikes but the Guzzi isn’t exotic – it is a legend in metal. Maybe ten or so people in the world have ever ridden a Guzzi V8. As for the cost of repairing the bike if I make a mistake – think of any figure and then start adding zeros – lots and lots of them!

You just can’t press the starter button on the V8 and ride off. It has to be treated with respect. First John Ring, Sammy’s race mechanic, gives each carburetor an individual squirt of Avgas then Bob Stanley, who re-builds all the bikes in the Miller Museum, backs the Guzzi on to the starter, spins the rollers and brings the V8 coughing into life rather like a Rolls Royce Merlin engine firing up on a Spitfire.

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After ten seconds, all eight cylinders are running, and the eight, completely unsilenced, exhausts are singing together. Like everything else on this bike, the sound is unique. It’s not nearly so harsh as the Gilera and MV Fours I know so well and is much less strident than the multi-cylinder engines from Honda. In fact, it is almost civilized.

Here’s what the bike sounds like being warmed up.

Lacking anything worth calling a flywheel, the V8 will stall in an instant so Bob blips the throttle constantly, keeping the revs between 5000 and 6000. It’s a skilled job because the V8 is water-cooled, unlike all the other great bikes of its era, so it has to be warmed up carefully. Run the bike too cold and it will seize. Run it too hot and it will also seize. This is not a beginner’s classic race bike.

From the outside, the Guzzi looks awkward and almost homemade. But the bike’s designer, Giulio Cesare Carcano, was an engineers’ engineer and never a stylist. For him, function was all and so the V8 will never win any beauty competition.

However, once on the bike, the hand beaten aluminum fuel tank with all its strange curves and cutaways molds round my knees like a tailor-made suit. It’s the same with the padded leather seat, which doesn’t so much push the rider into the tank but holds him there. There is only one riding position on offer but it is a comfortable one and ideal for racing.

After the tension of the build-up, taking off on the Guzzi is a real anti-climax. The motor is so torquey and easy to use that you could go shopping on the V8. The clutch is light and flawlessly judged for bite and once over 10 mph the bike has perfect, effortless balance.

In a few yards, I start to give the V8 some gas and I’m rewarded with a rev counter needle which swings round at light speed and a baritone wail which arrows into my soul.

Conscious of the bill if the motor drops a valve, or seizes, I change at 12,000 rpm rather than the 13,000+ the works riders used and the acceleration is superb. The V8 is not dramatically better than the MVs and Gileras – it’s not even worth mentioning the single-cylinder Manx Nortons against which it competed – but it is a much easier ride. Open the throttle, 12,000 rpm and slide in the next gear. It’s all smooth and easy and the motor is just so willing.

With modern tires the handling is solid over the bumps and undulations of the old airstrip which we are using
for a test track, and the huge, double-sided, twin leading shoe brakes scrub off speed effortlessly. What wouldn’t I give to actually race this bike?

Riding at 150 mph with a full fairing and the rock-hard tires of 1957 would have been a different matter, and it’s not surprising that Guzzi’s factory riders were often reluctant heroes when it came to racing the V8.

So, if the Guzzi was so good why didn’t it win everything? The primary problem with the bike was ignition. On the original bike, Carcano had eight individual sets of mechanically opened points for the eight cylinders and getting them to work in harmony was very difficult. Now, Sammy’s V8 has electronic ignition and this explains why the bike runs so well.

The bike also suffered from chronic overheating caused by the extremely compact layout of the engine and the dustbin fairing which, while being ultra-slippery in terms of aerodynamics, provided poor airflow for the radiator.

Guzzi was also hugely underfunded and, despite Carcano’s genius, its race team was a real budget exercise. Finally Guzzi withdrew from racing in 1957, just as the V8 was getting sorted. Given another year, and a decent budget, there would have been nothing in the world to touch the bike.

But, there was no increase in budget, and no next year either, so the V8 remains one of the great “What Ifs” of racing.

Perhaps the most amazing thing about the Guzzi V8 is that it went from a blank sheet of paper to a running engine in just five months. It’s also important to remember that there were no computer predictions or simulations available to Moto Guzzi. Carcano sat down at his desk with a pencil, sheet of paper and simple slide rule calculator as the only aids to his creative genius. Everything else happened inside his head.

A team of Guzzi engineers worked on the project but they were led by the creative genius of Giulio Cesare Carcano who began work at Moto Guzzi, writing workshop manuals, in 1936. But, like many ambitious young engineers before him, Carcano had racing in his heart and in 1938 began working with Carlo Guzzi on the company’s light, narrow and agile 500cc Singles. This bike, and the ideas behind it, stayed with Carcano all the way to the V8.

He was right to be influenced by the horizontal-engined Guzzis because they won five consecutive 350cc World Championships, from 1953 to 1957. In one of his last interviews, Carcano said: “The 350 was an agile and reliable motorcycle and was competitive against the four-cylinder bikes (from MV Agusta and Gilera) which gave ten more horsepower but were 40 pounds heavier.”

So, when Carcano began work on the V8 it was lightness and a narrow frontal area which dominated his thinking. Why then did he go down the route of eight cylinders rather than the proven four-cylinder engines of MV and Gilera?

“We thought differently. Once we abandoned our Singles and V-Twins, the obvious solution would be four cylinders. But building a four cylinder meant staying behind Gilera and MV because they started
earlier and we would have had to work at least a couple of years to be at the same level of experience and development.

"Then we thought that if we were aiming for eight cylinders the power was not an issue anymore. On the contrary, weight and dimensions would be important. Our eight cylinder was brilliant because it was no bigger than a 250cc bike."

"When it was tested on the bench for the first time it already gave 63 hp while the Gilera gave 60 hp, and we were just at the very first tests. Then it achieved 70-72 hp and the power would be increased more and more if they did not kill it with the famous 1957 agreement."

Carcano was as good as his word and built a tiny V8 with a crankshaft just 13.5 inches wide (342mm) and weighing only 330 pounds (150kgs) – which is the weight of a current MotoGP bike.

Confident as he was of his ability and his predictions – and Carcano really was – the feeling at Guzzi was that the V8 would be rev hungry and therefore a six-speed gearbox was specified. As things turned out, the V8 pulled like a train and, if anything, exceeded all expectations.

The bike’s problems were two-fold. First, Carcano’s ideas were right on the very, very edge of what was possible with the technology of the day and, in particular, there was no way of reliably delivering 800 sparks a second which the V8 required.

In tandem with Carcano’s ambition outstretching the limits of 1953 technology, the race department at Moto Guzzi was woefully underfunded and development took place irregularly.

Carcano said: “If you think about modern factories, Guzzi’s organization of that time will make you shudder!
“For example, the racing department didn’t even have a workshop of its own. We had our own staff managing the racing but for the rest it depended on the production department.

“Moto Guzzi was not an organization dedicated to the races as for example today in Ferrari. We depended on the toolmakers and production staff to help us with personal favors to get things made. It was impossible to race properly and professionally like this.”

Emotionally, I want to believe that Carcano’s genius would have been rewarded if Guzzi had stayed in GP racing for just one more year. However, intellectually, I have more doubts. The way which Moto Guzzi went racing was completely normal for the time. The BSA competition department was known as a “Den of Professional Thieves” because of their proclivity for stealing parts from the production line and bribing skilled machinists to make race parts with free tickets for major events.

Norton and Gilera were no better while Ducati was in an even worse state.

The only exception was MV Agusta, where racing motorcycles was Count Domenico Agusta’s personal hobby and funded by his highly profitable Bell Agusta helicopter business – so even MV was not a truly professional exercise.

It took Honda, who entered four riders in the 1959 TT, to show the world what real factory racing meant with dedicated designers and race bike production staff – and a virtually blank check to support them.

Probably, Carcano would have continued to struggle with Guzzi in 1958 – predominantly because of the ignition problems the high-revving eight-cylinder bike posed. What Ing. Carcano needed was Soichiro Honda at his side – but that really would be re-writing history.
EVERYTHING ELSE IS JUST PAST

MGX-21: the future of the cruiser.
Forget all you know: we created MGX-21 to make you feel today what others will maybe experience tomorrow. Black, dark and elegant, a compendium of Italian taste and American style: Moto Guzzi MGX-21 disrupts all consolidated schemes, offering you a reality you never imagined.

www.motoguzzi-canada.ca
Way back in 2013, Moto Guzzi said that the revamped California 1400 was the platform for a line of models, and we watched it grow from the initial pair of the California 1400 Custom and the hard-bagged California 1400 Touring to include in the 2016 model year the Audace and the El Dorado – though both fail to mention their California roots in their names. Into this family, Moto Guzzi lands the formidable MGX-21 Flying Fortress.

Since the American cruiser market is the largest in the world and Sturgis is one of the largest motorcycle rallies in the world, setting an attendance record of 739,000 last year on its 75th anniversary, Moto Guzzi has waded into the belly of the beast by releasing the MGX at a booth on Main St. in downtown Sturgis.

Is it madness, confidence, or Jedi marketing? Probably a little of all three. As we’ve said many times, the bagger market is hot, with the Harley Davidson Street Glide being the best-selling motorcycle in the country. Consequently, you can’t throw a beanie helmet in this South Dakota hamlet this time of year without hitting a bagger.

When Moto Guzzi says that the MGX-21 is based on the California platform, it isn’t kidding. For example, the double cradle tubular frame is built to the same dimensions – headstock and all – with additional gusseting applied to the rear subframe to handle the additional weight of the bags and frequent passengers. The pegs are even mounted, despite their more rearward location, on the same frame location as the floorboards on the Custom and LT models.

The Moto Guzzi MGX-21 Flying Fortress gets its name from CEO Roberto Colanina who said that it reminded him of World War II B-17 Flying Fortress bombers he saw as a child.
With this in mind, we weren’t surprised to learn that the pegs are in the same location as on the Audace. A quick glance at the spec sheets reveals that all of the California models share the same 29.1-inch seat height. So, there is another similarity.

The changes made to the California platform when creating the MGX-21 are both painfully obvious and hidden away. In the obvious column, we have the big, 21-inch front wheel (while keeping the 16-incher out back), the fork-mounted fairing, the swoopy saddlebags, and a liberal application of carbon fiber.

When Miguel Galluzzi, Piaggio Advanced Design Director and creator of the MGX, is asked about his inspiration for the design, he answers with one word, “Bonneville.” No, he’s not referring to the motorcycle but rather the machinery that traverses the famous salt flats at speed. Although many of us envision spindly, earth-bound rocketships when thinking of Bonneville, I believe the style that Galluzzi is looking towards is the era when people were making land-speed racers out of old airplane external fuel pods or, perhaps, purpose-built vehicles, like the Stutz Black Hawk Special. These machines tapered back to a point much like the prototype model of the MGX shown at EICMA in 2014. Regardless, with Moto Guzzi being the first manufacturer to have a wind tunnel built exclusively for motorcycles, slippery design is part of the company’s heritage.

The fork-mounted fairing is a combination of sharp angles and curves with a central projector-beam headlight. Aside from being really cool looking, the fairing flows a decent amount of air between itself and the tank to the rider. While this was much appreciated during the warm weather of my rides in the Black Hills, I might prefer more wind protection during cooler seasons. I’m also curious as to how this would perform in the rain. The top of the fairing with its curved windscreen gave my 5-foot 11-inch frame a turbulence-free path through the atmosphere. This is particularly impressive since the direct airflow hits right at the base of my helmet, which, in theory, should create lots of noise and head bobbling but doesn’t.

We can think of no better place to introduce the MGX-21 than the bagger heaven that is Sturgis and its surrounding countryside.

The four rectangular slots on the rim of the bag house the latches which give a positive lock to the lid. Note how much space is eaten up by the shock on the left.

The engine is mechanically the same as the other Californias, but the EFI tuning and exhaust are new for Euro 4 compliance.

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To further the rearward-sloping look, the big front wheel, a solid disc wheel on the prototype but now a spoked unit with slotted carbon fiber covers mounted. If you’re wondering about the reasoning for the change, just ask the owner of any first-generation V-Rod or simply consider the words crosswind and disaster. Additionally, the production wheel design is more finished looking, in my opinion.

Large-sized front wheels can also create handling issues that need to be addressed. If all things remain constant, mounting a larger-diameter wheel increases rake and trail, slowing steering. Since the MGX-21 would be using the same frame, the geometry needed to be adjusted via the triple-clamp offset, settling on 27.8° rake and 4.7 in. of trail. The end result is a motorcycle that steers with a level of effort that belies the diameter of the wheel.

At low speeds, another potential problem of a large front wheel is its tendency to flop to one side or the other during turns. Moto Guzzi took a unique approach to preventing this. On the bottom triple clamp, a device that looks a bit like a steering damper connects the triple clamp to the frame below the frame’s neck. Since the device hasn’t yet been officially named, I’m going to call it Larry for simplicity’s sake. Based on the Larry’s mounts, it gets compressed as the fork is turned from center to its stop. Unlike a steering damper, which only controls the speed of the movement, the Larry’s job is to prevent fork flop through the use of an internal spring that makes it progressively more difficult for the fork to reach its stop.

While the Larry does prevent the problem it was meant to solve, it returns a strange feeling when making full-lock turns. Rather than have the grips reach full-lock and stay there, as with all other motorcycles, the Larry pushes back, requiring additional force to hold the fork in place. This can be disconcerting in parking lot maneuvers or when making U-turns. It doesn’t affect steering at any other time, though.

Another characteristic of the MGX at low speeds is that it seems to gain weight as the speed transitions...
down from road speed to a walking pace, feeling unbalanced at times. Although, at a claimed 701 pounds, the MGX is approximately 110 lb. and 160 lb. lighter than either the Street Glide and the Chieftain, respectively, the MGX feels heavier when paddled backwards out of a parking space. Those who are short in the inseam may find this maneuver particularly difficult.

Out on the road, the weight issue disappears, and the part of the credit goes to the riding position. The grips reach back to the rider, placing the upper body in a relaxed, slightly leaned forward position with the hands wide enough apart to give good leverage. The seat is on the firm side of comfortable and offers plenty of room to move around as the miles roll by. I was surprised that, since the pegs are in the same location as on the Audace to give maximal ground clearance, I found myself wishing they were slightly lower. I chalk this up to the fact that I sat in the saddle for many more miles at a time – often with extended sections of fairly straight road – instead of the shorter, more circuitous routes I traveled on the Audace. This quibble aside, the MGX is a good mount for chasing horizons.

This long-distance saddle offers plenty of time to consider other aspects of the Guzzi’s ride. The rear suspension feels well-matched for the bike. The only suspension adjustment offered is rear preload via a knob on the right side near the rear of the engine. The front suspension felt about right to me, but a couple heavier riders said that, for them, it was undersprung. The suspenders did a good job of being supple yet firm both on the interstate and the winding back roads I traveled.

One caveat, though: The roads in the Black Hills are impeccably maintained, extremely smooth, and can mask suspension issues. I had to seek out the infrequent broken pavement in an attempt to test the high-speed compression damping.

The MGX’s handling manners are exactly the same as all of the other California-based bikes I’ve sampled, with one notable exception. Like all the Californias, the MGX prefers smooth steering inputs to abrupt ones, which give a slight delay as the chassis flexes before fully settling into a turn. Where this model differs is that the front wheel occasionally interacts with pavement on high-speed sweepers to cause a slight wobble that feels very similar to the chassis flex from sharp steering inputs. The wobble is minor and gives the bike a hinge-in-the-middle sensation nor makes it stray from the rider’s intended line. Similarly, at high speeds, like on the interstate, the MGX can interact with winds or turbulence coming off a tractor-trailer to give the front end a feeling of hunting on the pavement similar to the way some tires tend to wander on rain grooves. Again, this doesn’t alter the MGX’s path but, rather, gives the rider something to noodle on while blasting down the open highway.

By now, some of you may be wondering why I haven’t mentioned the engine. I’ve been concentrating on the things that have changed from the rest of the California platform in the development of the MGX. Aside from the sexy red valve covers (which are sure to add a few horsepower), the four-valve-per-cylinder, 90° transverse V-Twin is unchanged, save for the EFI tuning and the exhaust system – both of which were necessary to
achieve Euro 4 emissions certification. So, all of the features of the ride-by-wire throttle system are available here. Of the ride modes, I preferred Veloce (Sport) for carving up a winding section of road, but the rest of the time, particularly when putting along in the rally traffic, I left it in Tourismo since it offered slightly smoother throttle response. Overall, the fuel metering was spot-on.

The engine’s claimed 95 hp (at the crank) is exactly the same as its siblings – only it has a 42 lbs. more to push down the road. When one considers how much was added to the MGX (the fairing, bags, subframe gusseting), this number seems surprisingly small. While the engine has plenty of torque to motivate the Guzzi, it can’t surmount the 300–400cc deficit it has to the likes of the Indian Chieftain and the Harley Davidson Street Glide (though this is blunted by the additional weight they carry). Of course, that only matters if out-and-out performance is all you base your bagger preference on. From the saddle, the Guzzi’s mill has more than enough power to get the job done. The only time I wished for more poop was running at 85 mph into a headwind blowing across the Great Plains (an estimated 20 mph). Add a long uphill climb, and I was tempted to downshift. Remember though, the MGX was essentially pushing 105 mph of air before encountering the hill.

We’ve finally worked our way to the part of the MGX from which this motorcycle category takes its name. The saddlebags are sexy with their tapered lines and carbon fiber lids. One unique feature is the locking mechanism. Rather than just having one or two latching pins, the MGX has four located around the top and sides of the opening. As the latches are closed, they uniformly snug the lid closed to maintain a secure, weatherproof seal. While some riders may find having to use the key to access the bags a hassle, I never felt like it was an issue. One area that surprised me, though, is the available carrying capacity. With a volume of only 7.6 gallons (29 liters) each, they hold less than half than the Chieftain’s and Street Glide’s bags. Additionally, the interior is shallowest at the widest point of its opening – a shape necessary to accommodate the dual shocks. Although many baggers rarely hit the highway for an extended tour, the MGX’s limited bag capacity is a bummer for a bike intended for traveling.

The Moto Guzzi MGX-21’s styling, fit, and finish impressed most of the riders I encountered in Sturgis, at my hotel, at gas stops, or at restaurants. A couple riders actually came to a stop, blocking traffic, to ask me about the bike. The entire time I had the Guzzi, I felt like a rock star. They all commented on the MGX’s lines. Most liked the carbon fiber gracing the fenders, gas tank, and saddlebags. The engine and its red valve covers were big hits, though some were clearly puzzled by the orientation of the Vee. One couple asked if they could sit on it to see how it would feel two-up.

However, I’m still stunned at how many riders had never heard of Moto Guzzi or thought it had stopped producing motorcycles. (An issue that Galluzzi said was at the top of the list for the company to resolve. Its attendance at Sturgis for the first time was a planned step in that direction.)

During my four days and over 500 miles (so far) with the MGX, I’ve found it to be a supremely fun motorcycle over a variety of riding conditions. The biggest issue I have is its heaviness at low speeds. Out on the road, I’ve gotten an average of 38.5 mpg, giving a calculated range of over 200 miles. I can see myself happily draining a tank in a single sitting.

With the MGX-21, Moto Guzzi has shown that it wants to run with the bulls, yet it still manages to maintain the character – the quirkiness, if you will – that has endeared the marque to so many for so long.

The MGX-21 Flying Fortress will begin arriving in U.S. showrooms at the end of the week. Available only black/carbon fiber at a $21,990 MSRP, the MGX slots in at approximately $1,000 more than the base Street Glide and $2,000 less than the Chieftain.

Given the similarity in prices, the MGX and Street Glide’s equipment lists are comparable.

The Chieftain’s higher MSRP includes features such as keyless ignition and tire pressure monitors.

The Ontario Guzzi Riders

2017 Moto Guzzi MGX-21 Flying Fortress

+ Highs
Crowd-gathering good looks!
Fairing allows plenty of air-flow (hot weather)
Likes to go around corners

- Sighs
Feels heavy at low speeds
Slight front-end wobble
Small saddlebags
Both wheels are carbon fiber, while the Renard Grand Tourer's lightweight aircraft aluminum components are designed and modeled in 3D, then milled from a solid block by CNC machines. Estonia is not a country known for motorcycles, but the reemergence of a pre WW2 motorcycle brandname could change all that. Tallinn-based Renard Motorcycles will begin production of its GT next year. The bike's carbon-fiber and Kevlar monocoque chassis weighs just 11 kg and incorporates the airbox and fuel tank while the metal components, other than the Moto Guzzi 1200cc Quattrovalvole v-twin engine, are all CNC milled from a solid aircraft quality aluminum. The carbon parallelogram front suspension and design are reminiscent of a Confederate Wraith, as is the limited edition, stellar price (EUR75,000), craftsmanship and beauty.

Let's hope they've done their homework, as carbon fiber frames on motorcycles have proven problematic for many manufacturers in the past – for all their lustrous beauty, engineering all the handling properties you require in a carbon fiber chassis has proven immensely difficult. If carbon is so good, why aren't there more such frames on the MotoGP grid? Whatsmore, controls the movement of the carbon fiber Hossack/BMW Duolever type layout at the front up while a three-way adjustable Öhlins TTX36 handles the rear. Both wheels are carbon fiber, while the Grand Tourer's lightweight aircraft aluminum components are designed and modeled in 3D, then milled from a solid block by CNC machines. The Renard's 1200cc engine produces approximately 130 hp at 8000 rpm while peak torque of 120 Nm happens at 6000 rpm. The Moto Guzzi 90° V2 donk is no horsepower king, but remembering this is a roadbike, it's usable midrange and extremely light weight (190 kg dry) will no doubt contribute to what Renard's press material dubs a "surgeon's blade on two wheels."

The suspension units themselves are top class – a two-way adjustable Öhlins S36D R1 L controls the movement of the carbon fiber Hossack/BMW Duolever type layout at the front up while a three-way adjustable Öhlins TTX36 handles the rear. Both wheels are carbon fiber, while the Grand Tourer's lightweight aircraft aluminum components are designed and modeled in 3D, then milled from a solid block by CNC machines. The Renard's 1200cc engine produces approximately 130 hp at 8000 rpm while peak torque of 120 Nm happens at 6000 rpm. The Moto Guzzi 90° V2 donk is no horsepower king, but remembering this is a roadbike, it's usable midrange and extremely light weight (190 kg dry) will no doubt contribute to what Renard's press material dubs a "surgeon's blade on two wheels."

The styling, price and carbon fiber will certainly set you apart from the crowd – if being the center of attention is what you crave, this machine will do it for you.
Umberto Todero, one of the best known and most respected designers on the world motorcycling scene passed away at the age of 82. Todero spent 66 years in the employment of Moto Guzzi, originally as a race mechanic on the World Championship winning single cylinder Grand prix bikes of the fifties, and from there onwards, he worked with the likes of Carlo Guzzi, Cesare Carcano, Enrico Cantoni, Lino Tonti, and Dr. John Wittner and played a hand in the design of every Moto Guzzi from the legendary 500cc V8 racer of the fifties through to the transverse V-twin engines that have become the marque's unmistakable signature.

As a race mechanic, Todero turned the spanners for the MotoGuzzi Grand Prix machines ridden by Fergus Anderson, Enrico Lorenzetti, Bill Lomas, Dicky Dale, and Keith Campbell.

From extracting the final few horsepower from the legendary DOHC Moto Guzzi singles, Todero went on to play a significant role in two of the most famous motorcycles of all time.

His work with Carcano in designing and building the legendary V8 500cc Grand Prix bike of the fifties was unfortunatelt curtailed when all of the Italian manufacturers decided to pull out of Grand Prix racing en masse. The bike remains today as one of the greatest engineering feats in history (in that it was far ahead of its time).

His influence continued through the design of the V7 Guzzi, the first of the v-twins that are now synonymous with the marque and continued onwards through the Moto Guzzi Le Mans 850.

The V8 stunned the GP world of the fifties where single cylinder motorcycles with 52 horses were the norm. To put the feat in perspective, by comparison, the Moto Guzzi V8 produced 78 bhp at a stunning 12,500 rpm, and was timed at 178 mph in 1957.

In later years Umberto could be persuaded start the V8 machine he had lovingly restored and ride it around the grounds of the Mandello del Lario factory on the banks of Lake Como - an aural treat for lovers of fine machinery.
**Moto Guzzi W103 - 3 Cylinder V-Triple Motorcycle Engine**

By Paul Crowe

**Moto Guzzi W103 3 cylinder engine**

Have you ever noticed how once you start looking for things, they just seem to jump out all over the place, like W configuration engines. After mentioning the Anzani W3 the other day, I came across another one I had never seen before, this one is the Moto Guzzi arrow W103, a 3 cylinder engine in a V-Triple, arrow or “W” configuration.

This arrow configuration engine was designed in 1981-1982 by Lino Tonti. It displaces 992cc, with 3 cylinders set at 65 degrees. Valves were push rod operated from 2 cams in the block by the central cylinder. It was equipped with three 30mm Del’Ortos. The factory identifier was W103.

What you see in the photo was as far as development went, which is really too bad, it would have been interesting to see this mounted in a running prototype motorcycle of some sort.

I came across this beauty in a really stunning book, if you’re a Moto Guzzi enthusiast, “Moto Guzzi – The Complete History from 1921.” Absolutely everything you ever wanted to know about Guzzis from day one, every model, technical details, great photos, if you have a Guzzi or you are interested in the marque, this book is a must.

Note: The book uses the “arrow” designation for the cylinder layout instead of “W” which I wasn’t used to seeing, but it makes sense and is actually more accurate, though the factory used a W prefix for the identifier. Is there a consensus on which is more correct? Since there are so few engines of this particular type, both are probably acceptable. Interesting.
The 2016 Ontario Guzzi Riders rally was held, as usual, in Lavigne, West Nipissing, on the weekend before the Labor Day weekend.

The weather this summer in Ontario was very hot and dry, and the forecast was good, so we were expecting a reasonable turnout for this year’s rally, but predicting rally turnouts is a black art that I haven’t mastered yet (has anyone?) and with several of our regulars missing for various reasons, the attendance was a little down on last year, but we all had a great time anyway.

This year, my buddy Dave Parker from Winston-Salem, North Carolina, thought it would be a good idea if he and I were to go for a motorcycle ride around the Gaspe peninsular in Quebec in the week leading up to the rally.
I thought that this was one of his better ideas, so on the Friday afternoon before the rally, we met each other at the Hotel Clarendon in Quebec city.

Funnily enough, we both arrived at the hotel with the same opinion of Quebec City, after having been led all around the houses and back again by Mr. Garmin. Luckily, this opinion was short lived and we spent a great evening wandering around, eating, drinking, taking in the sights and being entertained, and we both decided we'd like to go back someday for a longer stay.

Next day we headed off to Gaspe, and spent several days riding through some great countryside, eating excellent food and drinking wonderful craft beer, before setting our sights in the direction of Lavigne.
We arrived in Lavigne Thursday afternoon to find the usual suspects already at the Joli Voyageur Resort and Campground with the rally already, unofficially, underway. Ross Nielson provided the entertainment in the Tavern on Thursday night, playing without his band this time, but still providing some great blues music to help the beer go down.

One thing Guy Fortier provides in the tavern is good music and great beer. All of the beers on tap are local craft brews which can vary from time to time, but they are all good.

Friday morning I rode into town, Sturgeon falls, to take care of a little business, then it was back to the Tavern to set up registration. This year Guy had set up a covered area outside the Tavern with tables and chairs, and the weather was good, so we were able to enjoy our morning coffee in the fresh air while we waited for people to arrive.

The agonizing part of running a rally is waiting for the first people to arrive and wondering how many will show. There's always the few who arrive early on the Thursday, and you know they'll come, but waiting for the others to start arriving always has you guessing.

By the time Glen McClelland showed up, the morning coffee had changed to beer, but he was the first of a fairly steady stream of old friends and new friends to be. A good number had shown up by the time the traditional Friday evening barbeque fed us all before the evening's entertainment by the Lynne Hansen Duo began.

Altogether this year we had 38 attendees. Small compared with some rallies, but not bad as groups of friends go. How many people do you interact with when you've got hundreds at a rally anyway?

An excellent Saturday morning buffet breakfast was provided once again by Rodney and Carole at the Joli Voyageur, then after a couple of hours of kicking tires and telling tall stories, a group of us went for the ride I've been wanting to do for a number of years.

In the north-east corner of Lake Huron is Killarney Provincial Park, and on the shore of Lake Huron is the village of Killarney.

For years we have been hearing about the Killarney fish and chips. There was an old school bus parked on the quayside and the fishermen would bring in their catch, unload it at one end of the school bus and it would come out at the other end as the freshest fish and chips you've ever had.

The old school bus has gone now, replaced by a purpose built facility, but the reputation still stands. The signs tout 'Killarney's World Famous Fish and Chips' and people visit from all over.
It's about a 145km (90 mile) ride from Lavigne, and the last 65km (40 miles) are along one of the roughest roads around. I was leading on my Quota and with my long travel suspension it didn't bother me too much, but there were a lot of comments at the end of the ride.

My theory of riding rough roads is that if you go fast enough you tend to float over the bumps, but not everyone is happy with that solution! But the fish and chips were really good and we sat and ate them on the quayside watching the otters playing on the moored boats around us.

There was a little light rain on the way back to Lavigne, but not really enough to dampen our spirits before the Saturday evening meal and the awards ceremony.
The Saturday evening meal was the customary roast pig, which was well up to the usual high standard and enjoyed by everyone before the handing out of awards and door prizes. Long Distance Guy this year went to Dave Parker who came from Winston-Salem, North Carolina, by way of the Gaspe Peninsular in Quebec, 4480 km in total, or 2780 miles. Long Distance Gal was Paula McGovern, who road 400 km (250 miles) from Scarborough, Ontario, and Long Distance Two-Up went to Keith and Norah Smith, from Paul Smith’s, New York, 615 km (380 miles). People’s Choice went to Paul Desjardins beautiful red ‘86 Le Mans, which only leaves the Best Hard Luck Story award. At the time of the awards ceremony, I hadn’t heard of any hard luck stories, which is most unusual for a Guzzi rally.

On our way from Gaspe to Lavigne, Dave and I had been caught in a road closure caused by a horrific accident on route 138 along the north shore of the St. Lawrence Seaway. Luckily no-one was killed in the accident, but there was no alternative route, so we had to wait for over three hours while they cleared away debris. As Dave already had the Long Distance Guy award, I awarded myself the Best Hard Luck Story award at the time, but later heard of a more worthy cause. It seems that Vaughn Dahl was walking back to the campsite from the Tavern when he was attacked by a vicious turtle, suffering a nasty gash to his hand. Well, actually, he might have tripped over the turtle in the dark, but you get the picture, and the gash on his hand was real. Anyway, I figured Vaughn was more deserving of the award than I, so I later sent it on to him.

The Saturday evening was rounded out with entertainment from an old favourite of ours, Carl Dixon, before we all headed to bed in preparation for the ride home.

Early Sunday morning a continental breakfast was provided at the Joli Voyageur before everyone said their goodbyes and headed home.

This year we had a good supply of door prizes, our thanks go to Motorcycle Mojo Magazine, Two Wheel Motorsport in Guelph, J & R Cycle in Stayner, Wheelsport in Ottawa, plus Dave Hoover (Hoovey), Dave Parker and Geoff Helmes. Also, Dave Grummett, the Canadian representative for Piaggio came along for a few hours on Saturday and we very much appreciate his visit and hope it leads to bigger and better Piaggio representation at future rallies.

The Ontario Guzzi Riders owe a huge debt of gratitude to Guy Fortier, Tavern owner/California EV rider, for giving our rally a home since 2010. Everyone seems to love Lavigne and we’ve had many wonderful nights in the Tavern with great music and beer. Over the years, Guy has become a municipal councillor, he’s been more involved in local affairs and the Tavern has become much busier.

This year, a music festival was put on by the town the same weekend as the rally and, due to his involvement with the festival, which it appears will be an ongoing event, Guy has become as busy as the proverbial one-armed wallpaper hanger and was not able to give much time to the rally. Although Tavern staff coped very well with us, Guy’s absence was felt. Partly because of this, and partly because we feel that the rally would benefit as a whole from being concentrated in one location, the rally headquarters for 2017 will be at the Joli Voyageur. For the past several years Rodney and Carole Wolfe, the JV proprietors, have looked after us very well and are keen to help us improve the rally, I believe that this will work very well. The rally will be on the same weekend as usual, and the rally format will change a little in that there will be pre-registration and a rally fee, but there will still be great music and beer in the Tavern! More details will be announced later, stay tuned.
French female riders head for Brazil By Mark Hinchcliffe

If you think the adventures of Charley and Ewan were intrepid, how about the French female L’Equipee riders who took old Royal Enfields to the highest road in the world?

The three videos of their Himalayan trip have been a YouTube sensation and now the five Parisiennes are on their next adventure to the jungles of Brazil.

Like the first trip, they wear trendy French motorcycle fashion, so their gear may be ultra-chic, but not necessarily totally suitable for protection and for the harsh conditions. But sometimes that’s fun, too, and part of the adventure.

On this trip, they are not riding Royal Enfields, but modern Triumph Bonneville T100 models.

The girls will travel 4000km from Rio to the Amazon over 23 days followed by photographers from Marie Claire magazine.

But if you think it’s just a fashion shoot, think again. The girls actually completed the last adventure against all odds and although they are not GP or MX stars they are quite competent on motorcycles, even in mud and sand!

This time they say they want to “highlight feminine enterprise, to go and meet people who are fulfilled through their own codes, with their own vision of the world”.

Want to know more about these Parisiennes: https://www.facebook.com/lequipeeparis/photos?ref=page_internal
Politically Correct Xmas Night

'Twas the night before Christmas and Santa's a wreck...
How to live in a world that's politically correct?
His workers no longer would answer to "Elves".
"Vertically Challenged" they were calling themselves.
And labor conditions at the North Pole
were alleged by the union to stifle the soul.
Four reindeer had vanished, without much propriety,
And equal employment had made it quite clear
That Santa had better not use just reindeer.
So Dancer and Donner, Comet and Cupid
Were replaced with 4 pigs, and you know that looked stupid!
And to show you the strangeness of life's ebbs and flows,
'Twas the night before Christmas and Santa's a wreck...
That making a choice could cause so much commotion.
His fur trimmed red suit was called "Unenlightened."
Four reindeer had vanished, without much propriety,
Released to the wilds by the Humane Society.
And people had started to call for the cops
When they heard sled noises on their rooftops.
Second-hand smoke from his pipe had his workers quite frightened.
His fur trimmed red suit was called "Unenlightened."
And to show you the strangeness of life's ebbs and flows,
'Twas the night before Christmas and Santa's a wreck...
That making a choice could cause so much commotion.

Xmas Consequences

Twas the month after Christmas and all through the house
Nothing would fit me, not even a blouse.
The cookies I'd nibbled, the eggnog I'd taste.
All the holiday parties had gone to my waist.
When I got on the scales there arose such a number!
When I walked to the store (less a walk than a lumber).
I'd remember the marvelous meals I'd prepared;
The gravies and sauces and beef nicely rared,
The wine and the rum balls, the bread and the cheese
And the way I’d never said, "No thank you, please."
As I dressed myself in my husband's old shirt
And prepared once again to do battle with dirt---
I said to myself, as I only can
"You can't spend a winter disguised as a man!"
So--away with the last of the sour cream dip,
Get rid of the fruit cake, every cracker and chip
Every last bit of food that I like must be banished
Till all the additional ounces have vanished.
I won't have a cookie--not even a lick.
I'll want only to chew on a long celery stick.
I won't have hot biscuits, or corn bread, or pie,
I'll munch on a carrot and quietly cry.
I'm hungry, I'm lonesome, and life is a bore---
But isn't that what January is for?
Unable to giggle, no longer a riot.
Happy New Year to all and to all a good diet!

ONIONS & XMAS TREES

A family is at the dinner table. The son asks his father,
'Dad, how many kinds of boobs are there?
The father, surprised, answers, 'Well, son, there are
three kinds of Boobs:
• In her 20's, a woman's are like melons, round and firm.
• In her 30's to 40's, they are like pears, still nice but hanging a bit.
• After 50, they are like onions'.
'Onions?'
'Yes, you see them and they make you cry.'
This infuriated his wife and daughter so the daughter said,
'Mum, how many kinds of 'willies' are there?.
The mother, surprised, smiles and answers, 'Well dear, a man goes through three phases.
• In his 20's, his willie is like an oak tree, mighty and hard.
• In his 30's and 40's, it is like a birch, flexible but reliable.
• After his 50's, it is like a Christ- mas Tree.'
'A Christmas tree?'
'Yes - the root's dead and the balls are just for decoration.'
Xmas Quotes

'I once bought my kids a set of batteries for Christmas with a note on it saying, toys not included.'

Bernard Manning

'I stopped believing in Santa Claus when I was six. Mother took me to see him in a department store and he asked for my autograph.'

Shirley Temple

'Let me see if I've got this Santa business straight. You say he wears a beard, has no discernible source of income and flies to cities all over the world under cover of darkness? You sure this guy isn't laundering illegal drug money?'

Tom Armstrong

'Santa Claus has the right idea. Visit people once a year.'

Victor Borge

'Santa Claus wears a Red Suit, He must be a communist. And a beard and long hair, Must be a pacifist. What's in that pipe that he's smoking?'

Arlo Guthrie

'Why is Christmas just like a day at the office? You do all the work and the fat guy with the suit gets all the credit.'

Anonymous

You know you're getting old, when Santa starts looking younger.

Robert Paul

10 Reasons Why Women Would Like to Be Santa Claus

1. There'd be no more early morning decisions about what to wear to the office.
2. No one would bother to ask Santa Claus for a ride to work.
3. Buy one big brown belt and you'd be accessorized for life.
4. You'd always work in sensible footwear.
5. You'd never be expected to make the coffee.
6. There'd be no need to play office politics; a hearty ho-ho-ho would remind everyone who is the boss.
7. Juggling work and family would be easy. All your children would adore you; even your teenagers would want to sit in your lap.
8. You'd never take the wrong coat on your way home.
9. You could grow a tummy the size of Texas and consider it a job requirement of a funny Santa Claus.
10. No one would ask to see your job description

You Know You've Had Too Much Christmas Cheer When...

1. You notice your tie sticking out of your fly.
2. Someone uses your tongue for a coaster.
3. You start kissing the portraits on the wall.
4. You see your underwear hanging from the chandelier.
5. You have to hold on to the floor to keep from sliding off.
6. You strike a match and light your nose.
7. You take off your shoes and wade in the potato salad.
8. You hear someone say, "Call a priest!"
9. You hear a duck quacking and it's you.
10. You complain about the small bathroom after emerging from the closet.
11. You refill your glass from the fish bowl.
12. You tell everyone you have to go home... and the party's at your place.
13. You ask for another ice cube and put it in your pocket.
14. You yawn at the biggest bore in the room... and realize you're in front of the hall mirror.
15. You pick up a roll, and butter your watch.
16. You suggest everyone stand and sing the national budget.
17. You're at the dinner table and you ask the hostess to pass a bedpan.
18. You take out your handkerchief and blow your ear.
19. You tell your best joke to the rubber plant.
20. You realize you're the only one under the coffee table.
1. Jesuit missionary Father Jean de Brebeuf wrote the first Canadian Christmas carol when he lived with the Georgian Bay Hurons. What was the name of the carol he composed in the 1640s?
   a- Jesus is born
   b- What child is this
   c- Silent night
   d- Pass the giblets

2. Religious orders from France established their traditions in Canada. One is the creches, which refers to what?
   a- Ornaments
   b- Yule logs
   c- The Nativity
   d- The Neutering

3. Which major department store sponsored the first Santa Claus Parade in Canada?
   a- Simpson's
   b- Eaton's
   c- Sears
   d- Hudson Bay Company

4. Legend has it that soldiers stationed at a barracks strapped on their skates and, with a lacrosse ball and field hockey sticks, began playing ice-hockey. This allegedly occurred on Christmas Day in 1855 in what Canadian City?
   a- Flin Flon, Man
   b- Kingston, Ont
   c- Chicoutimi, Que
   d- Leduc, Man

5. Where is Canada's longest skating rink which is more than five miles long?
   a- Ottawa River
   b- Saguenay River
   c- Welland Canada
   d- Rideau Canal

6. Which province produces more than 90% of the country's cranberries?
   a- Saskatchewan
   b- Bristish Columbia
   c- Quebec
   d- Nova-Scotia
7. To what American city does the government of Nova-Scotia send a Christmas tree to annually for their assistance following the devastating Halifax explosion of 1917?
   a-Atlanta
   b-Boston
   c-Chicago
   d-Detroit

8. What is the name of the nocturnal meal eaten after Midnight Mass in France and Canada which originated as part of a family celebration around the 1875?
   a-reveillon
   b-tourtiere
   c-munchies
   d-bulimia

9. Canada was the first country to issue a Christmas postage stamp. In what year was “the map stamp” released as the Imperial Penny Postage was introduced?
   a-1867
   b-1898
   c-1904
   d-1919

10. Anthony Hopkins narrated Ron Howard's film version of Dr Seuss's How the Grinch stole Christmas (2000). What Canadian comedian plays the role of the dastardly Grinch?
   a-Mike Myers
   b-Tom Green
   c-Jim Carrey
   d-Red Green

11. Dressed as Santa Claus, Christopher Plummer robs a bank where the bank teller (Elliot Gould) becomes inadvertently involved. Name the title of this 1978 film release:
   a-Silent Rage
   b-The Silent Partner
   c-Silent Running
   d-The Silent Gun

12. In the bizarre horror thriller, Black Christmas (1975), a deranged murderer is on the loose. Who plays the nasty sorority sister in this Canadian feature film?
   a-Margot Kidder
   b-Susan Clark
   c-Victoria Tennant
   d-Jane Fonda

13. In what province was the evergreen introduced as part of the Christian celebration, by a German Baron in 1781?
   a-Quebec
   b-Ontario
   c-Newfoundland
   d-New Brunswick

14. What type of evergreen tree is a genuine Christmas tree?
   a-Austrian pine
   b-Corsican pine
   c- Serbian spruce
   d-Norway spruce

15. The Poinsettia plant is called the "flower of the blessed night" because of its resemblance to the star of Bethlehem. In 1928, it was named after Dr. Joel Roberts Poinsett, who was US ambassador to which country?
   a-Mexico
   b-Puerto Rico
   c-Cuba
   d-Canada

16. The custom of kissing under a sprig of mistletoe originated among the Druids in Britain during the 2nd century B.C. but the plant of hope, peace and harmony derived its name from the Scandinavian word "mista" which means?
   a-evergreen
   b-poison
   c-merry
   d-dung

17. There are two Christmas Islands; one is located in the Pacific Ocean just south of Hawaii. In which body of water is the other situated?
   a-Caspian Sea
   b-Indian Ocean
   c-Bay of Bengal
   d-Gulf of Mexico

18. The original St. Nicholas, alias, Santa Claus, was born in the ancient town of Lycia, Turkey early in the 4th century. Who was the patron saint of?
   a-carpenters
   b-foresters
   c-sailors
   d-fishermen

19. What was the name of the Roman festival that was later replaced by Christmas?
   a-Bacchanalia
   b-Euthanasia
   c-Saturnalia
   d-Euphoria

20. Frankincense is actually a fragrant tree resin once considered more valuable than gold. What country reputedly produces the finest aromatic incense?
   a-Oman
   b-Jordan
   c-Syria
   d-Nigeria
Is there a Santa Claus?
a physicist view
Consider the following:

- No known species of reindeer can fly. BUT there are 300,000 species of living organisms yet to be classified, and while most of these are insects and germs, this does not COMPLETELY rule out flying reindeer which only Santa has ever seen.

- There are 2 billion children (persons under 18) in the world. BUT since Santa doesn’t (appear) to handle the Muslim, Hindu, Jewish and Buddhist children, that reduces the workload to 15% of the total - 378 million according to Population Reference Bureau. At an average (census) rate of 3.5 children per household, that’s 91.8 million homes. One presumes there’s at least one good child in each.

- Santa has 31 hours of Christmas to work with, thanks to the different time zones and the rotation of the earth, assuming he travels east to west (which seems logical). This works out to 822.6 visits per second. This is to say that for each Christian household with good children, Santa has 1/1000th of a second to park, hop out of the sleigh, jump down the chimney, fill the stockings, distribute the remaining presents under the tree, eat whatever snacks have been left, get back up the chimney, get back into the sleigh and move on to the next house. Assuming that each of these 91.8 million stops are evenly distributed around the earth (which, of course, we know to be false but for the purposes of our calculations we will accept), we are now talking about .78 miles per household, a total trip of 75-1/2 million miles, not counting stops to do what most of us must do at least once every 31 hours, plus feeding and etc. This means that Santa’s sleigh is moving at 650 miles per second, 3,000 times the speed of sound. For purposes of comparison, the fastest man-made vehicle on earth, the Ulysses space probe, moves at a poky 27.4 miles per second - a conventional reindeer can run, tops, 15 miles per hour.

- The payload on the sleigh adds another interesting element. Assuming that each child gets nothing more than a medium-sized lego set (2 pounds), the sleigh is carrying 321,300 tons, not counting Santa, who is invariably described as overweight. On land, conventional reindeer can pull no more than 300 pounds. Even granting that ‘flying reindeer’ (see point #1) could pull TEN TIMES the normal amount, we cannot do the job with eight, or even nine. We need 214,200 reindeer. This increases the payload - not even counting the weight of the sleigh - to 353,430 tons. Again, for comparison - this is four times the weight of the Queen Elizabeth.

- 353,000 tons traveling at 650 miles per second creates enormous air resistance - this will heat the reindeer up in the same fashion as spacecraft re-entering the earth’s atmosphere. The lead pair of reindeer will absorb 14.3 QUINTILLION joules of energy. Per second. Each. In short, they will burst into flame almost instantaneously, exposing the reindeer behind them, and create deafening sonic booms in their wake. The entire reindeer team will be vaporized within 4.26 thousandths of a second. Santa, meanwhile, will be subjected to centrifugal forces 17,500.06 times greater than gravity. A 250-pound Santa (which seems ludicrously slim) would be pinned to the back of his sleigh by 4,315,015 pounds of force.
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
A buck saw is one of the most useful tools to have at a campsite, but most are not readily portable – the innovative design of this one makes it quick to set up and easy to transport. It requires no tools to assemble, and has no fasteners or loose parts to lose.

You simply unfold the saw, attach the blade hook to the loose end of the blade and snap the hinged handle into position to apply tension. You can adjust the tension by rotating the hook, but the beauty of the design is that you rarely need to – the handle applies a consistent tension every time.

The saw folds to a compact 13-3/4" x 1-7/8" x 1-1/8", with the blade protected inside the hollow stainless-steel frame. Weighs just under 15 oz. Uses standard 12" long blades. The included blade has an aggressive tooth pattern that cuts both green and dry wood rapidly.

A great gift for anyone who enjoys camping or hiking.

Gerber® Folding Camp Saw
Part Number: 33N07.42
Cost: $69.50

This compact, lightweight stove folds to 4" x 3" x 3/4", neatly fitting into a pocket.

It is easy to bring along for hiking, camping or other outdoor activities, and unfolds to create a wind-resistant stand for cooking.

The stove is constructed of durable, rust-resistant galvanized steel and comes with six waterproof fuel pellets that ignite easily with a match or lighter.

Each pellet burns intensely for about 12 minutes – enough time to bring a small pot of water to boil.

Replacement fuel pellets are available separately. Made in Germany.

Pocket Stove and Fuel
Part Number: KC306
Cost: $16.50

Replacement Fuel (12 pellets)
Part Number: KC305
Cost: $11.50
The Thermacell Mosquito Repellent Lantern effectively repels mosquitoes and other biting insects in a 15 x 15 foot zone. It has no open flames, operates on a single butane cartridge, and is perfect for a deck, porch or campsite. It averages 4.5 out of 5 stars on Amazon Amazon.ca $50.00.

Features
New for 2016, the Thermacell Mosquito Repeller Scout Camp Lantern effectively repels mosquitoes, black flies, and other biting insects by creating a 15 x 15-foot zone of protection for bug-free comfort. Its bright 220-lumen light runs for 10 hours on its highest setting and makes it a great addition to the serious camper’s gear.

- 4 light settings and up to 10 hours of run time on High setting
- Includes: Thermacell Trailblazer Camp Lantern, 1 Max Life repeller mat, 1 butane cartridge
- Requires 4 AA-batteries (not included)

Here we have a good candidate for XMas.

This handy gadget is a 600A portable power supply capable of charging your laptops, tablets and phones. However, this one can also boost most cars, trucks, SUVs, motorcycles and tractors as well. The Rugged Geek INTELLIBOOST is truly designed for all of the critical batteries in your life. In an emergency, just connect the included jumper cables and attach to your vehicle’s dead battery. It will start gas engines up to 6.0l and diesel engines up to 3.0l. It also features 2 USB Charging ports to charge your devices, a laptop charging port with 8 included laptop tips, and a powerful LED flashlight with emergency modes. All while maintaining a footprint similar in size to most smartphones, and a weight of under 1 pound.

It currently averages 4.5 out of 5 stars on Amazon.
The Heads Up™ Voltage Monitor contains a micro-processor that monitors the output of the charging system and is accurate to within 200 milli-volts. The Heads Up™ Voltage Monitor has a onboard microprocessor that performs a self-test each time voltage is applied. The single, multi-color LED (red-amber-green) visually indicates the state of your motorcycle’s battery / charging system. At a glance, you will instantly know whether the voltage is normal or abnormal. Additionally, you will be notified of serious fault conditions by an attention-getting flash of the LED.

**Features**
- Single Mult-Color LED visual indicator to mount on dash
- Precision microprocessor monitoring
- Automatic self-testing sequence at motorcycle start up
- Auto-dimming - after 8 seconds, LED intensity is dimmed to 50%
- Easy installation - can be mounted virtually anywhere
- Label Included for referencing voltage colors
- Voltage sampling: 50,000 times per second
- Serious fault detection & notification

**Voltage Table**
- Flashing Green  Above - 15.2V
- Steady Green  12.9V - 15.1V
- Steady Amber  12.7V - 12.8V
- Steady Red  12.1V - 12.6V
- Flashing Red  Below - 12V

Part Number: 01050
Cost: US$ 29.95
From: Signal Dynamics
info@signaldynamics.com
800-785-1814
Hours: 9am-5pm (EST) | Monday-Friday

The BackOFF™ XP Brake Light Module automatically flashes your brake light(s) to capture the attention of following drivers and to make your motorcycle more visible. When installed, the motorcycle's brake light becomes significantly more noticeable because your brake light(s) will flash with your choice of 2 attention getting patterns. This module is designed to work with standard incandescent brake lights, LED brake lights, or a combination of both (up to 10amps).

**Flash patterns to choose from**

**Mode 1**: Causes your brake light(s) to automatically emit a visual alerting signal of 3-4 short light flashes, followed by 1 steady on light for 4 seconds. This signal automatically repeats itself as long as the brakes are applied.

**Mode 2**: Causes your brake light(s) to emit 5 quick flashes, followed by a steady on light as long as you are stopped/braking.

These flash patterns are not random, but have been selected because of their ability to gain and retain following driver's attention. Most states drivers handbooks recommend that you flash your brakes when slowing or stopping. The BackOFF™ XP automatically facilitates compliance and enhances safety. Install the BackOFF™ XP and see how much more effective your brake light can be!

Part Number: 01004
Cost: US$ 42.95
From: Signal Dynamics
info@signaldynamics.com
800-785-1814
Hours: 9am-5pm (EST) | Monday-Friday
Originally designed and developed for the Dakar rally, the Michelin Bib Mousse has become known worldwide as the ultimate in flat prevention. Perfect for enduro, rally or motocross, the Bib Mousse foam insert provides not only piece of mind during the race or trail ride, but also outstanding traction and handling.

- Made from a multi-cellular butyl material, replaces conventional tubes, providing a pressure equivalent of approximately 13 psi (0.9 bar)
- Bib mousse may be used only with Michelin off-road tires, including StarCross MS2, StarCross MH2, S12, M12, H12, Enduro Comp III, EnduroStar, Baja and Desert

Note: Specifically designed for off-road competition use for speeds up to 80 mph (130 km/h). Above this speed, heat build-up can lead to rapid destruction of the Bib Mousse, resulting in serious injury to the rider. Under no circumstances should Bib Mousse be fitted to motorcycles for on-road use. Because Bib Mousse is shaped for a perfect fit inside these Michelin tires, use of Bib Mousse with other brands of tires can lead to handling instability and possible destruction of Bib Mousse.

If you like BMW designs and cartoons, my book is all about that... Check out my web site

http://www.turboflat.com

Merry Christmas to All

Philippe Gurel
MONOGO TRAILER
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lepape@sympatico.ca    WWW.MONOGO.COM

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