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New Year greetings to you all and welcome to our first edition for 2013.

Peter Despinidic has very kindly rescued Falcone by taking on the role again of magazine editor. Our thanks go to him for taking the time to put it together from scratch.

For all of you who have missed regular editions, make sure you keep the photos, stories and ride reports coming in. We can’t do it without you. The committee will report on each upcoming event but we need all of your input to keep things fresh and rolling along.

2012 has been a good year for the club with steady membership growth and better attended rides and events. We all need to focus on building on these improvements in the months ahead. One of the areas I have emphasised is more efficient club information distribution. Regular email updates are now going to most club members. Let me know if you want to be included.

Thank you to the new members who joined up during the year and to the older members who renewed their membership. As you may already know, we now have the ability to renew membership and join the club through the web site. While this is working very well we will be making some changes on the web site to make it easier for members to interact with the club. Our web master, Mark Vigors has decided to take a break from maintaining the web site. We all owe you allot Mark. So a big thank you for all the time and effort you contributed free of charge, while you had so much else going on. Alternative hosting arrangements are being made, but for now the web will remain the same. Stay tuned.

Highlights of the past year include the Christmas dinner at Brew Ha Ha in Hornsby. Stewart (a Guzzi man) opened the cafe exclusively for the club on the night. Good food and plenty to drink led to great camaraderie amongst the 28 members and partners who rolled up.

We had a good turn up at the Ragged Fringe Rally for the weekend in September. Fortunately the weather decided to be nice and everyone had a great time. Thanks to Andre for giving up his bike for the weekend and towing the trailer with his Landy. He did get to take my old “Scarlet Tart” for a run to Walcha and back so he didn’t completely miss out. This was the last year that Brett Rosenthal was making his unique prizes that have been a feature of the rally for many years. The club owes a big thanks to Brett for the efforts he has put into making something interesting and different for each of the major prizes. He is going to take a break and hand the reins over to another. There are a couple of guys who have raised their hands so more news at a later date.

Most importantly, this issue of the magazine has an updated ride calendar for 2013. So take the time now to put them in your diary. We’ve mixed them up in direction and type of ride to try to give everyone something to look forward to. Give us your feedback.

I would like to thank everyone who contributed to the clubs activities throughout the year and I hope, with active participation from all of you, we can make it even better for 2013.

Regards to all,

John Murray, Club Pres.
A few of us went to the Rockers ride last Sunday. Met up with some of the other Guzzi riders at Harry’s Café de Wheels, Tempe. Tony Napoli brought along the Black and Silver 850 loopy for its maiden ride and a good looking thing it is too. It seems everyone is getting “loopier” these days. Andre is going to the dark side too. Clive’s got a bit to answer for. Leo brought his S3, Kiwi Phil on the Cali, Phil Bourke and wife on the LM Mk 4, his daughter Kate on the BMW Café (and guess which one ran out of battery 1 Klm from home?). Chris was there as well with his immaculate ’76 LM 850 (I really have to get my old “Scarlet Tart” a bit tidier so I can park next to him with some dignity) There were a few AIGOR and CIMA guys on Guzzi’s too. A nice little Lario, a V7 Racer, a stripped down and bobbed Mk 4 and another loop frame Ambassador. Lincoln was there on the Harley (we all have our problems I guess), the Malli Llama was on the Carbury, Johnny from Motociclo and a few others as well.

There were some weird and wonderful creations out on the road including an 80’s CBX 1000 Honda six café racer from hell and a Triumph 650 flat tracker (with Supercharger). I thought the roll up was a bit less than last year, maybe because there were a few other events on the same weekend. Brett Rosenthal came along on the V7 Sport to have a look but was heading off to a Norton event. Everyone filed out for the ride at about 09.15 and we headed down the Princess to the Sublime Point lookout. Apparently a coffee van had been organised but he didn’t turn up so a few of us went down the hill (Bulli Pass) to have coffee at Thirroul. I couldn’t find some of the other guys so a few friends and I sat on the waterfront at Thirroul and had some Fish and Chips. A beautiful day for it too. After that we rode back to Sydney Uni to the show and shine through the National Park and spent the rest of the afternoon in the bar with a Rockabilly band playing. All in all, a great day with beautiful weather.

The only problem for me was I have a swollen knee (don’t ask) and an LM 850 is NOT the bike you should ride with a swollen knee. Everyone was screaming past me because they were thinking I was telling them to pass. I figured this out after a few stretches of the right leg, each time a bunch of bikes would whistle past.

Had a good turn up to the regular meeting last night. It’s good to see some new faces coming and older members rejoining. Good to have you along. Greg and Fiona are over from Invercargill NZ for a short holiday and joined up (or rejoined) at the meeting. Greg was in the club way back in ’86 and has a few Guzzi’s in the shed. He was wanting to catch up with some of the older members and said that if anyone is heading over to NZ and is down Invercargill way, then look him up. I can give you details if needed.

John Murray
Club Pres.
Phone:- 02 9484 7881
Fax:- 02 9484 7881
Mobile:- 0413 452 341
john@integratedanalysis.com.au
February Sunday 17th, BROKE via the Putty Road Day Ride - Dave Pratt to lead
March 23/24 Booti Booti weekend away. - Steve McDermott to lead
April Sunday 14th Kangaroo Valley loop, day ride. - John Thurgate to lead.
May 25/26 Rylstone weekend away. - Steve McDermott to lead
June 16th, Breakfast run to central coast. - Steve McDermott to lead.
July 13/14 weekend away to Tilba Tilba. - John Murray to lead.
August 18th Megalong Valley, Lunch ride. - Warren Adams to lead
September 14/15 Ragged Fringe Rally

Remainder to be set at the next meeting June 16th

Other Events,
Ruptured Budgie- 18/19 May
Mid- year Dinner proposed for end of June to be finalised- John Thurgate
Barry Sheen Classic Racing-15-17 March
Broadford Bike Bonanza-Easter
Spaghetti Rally – 11-13 October.

A heads up list of runs for 2013.
More details of the run and meeting points will be sent to everyone later with details on the web site.
Hi Peter, sent this to John then noticed your doing the newsletter, this is a report on a ride Phil, Gerard, Mal and myself did at the beginning of the year, you may be able to use it, cheers.

Phil Field

The Long Lay Down
or
A Frenchman A Kiwi And Two Aussies Get On A Boat

The Tassie trip was first mentioned to me by Kiwi Phil and I was instantly interested. I’d been to Tassie when I was somewhat younger and considered a bevel drive 900 ss Ducati a suitable touring bike. Hey I was young. I knew the roads were great and couldn’t wait to set off.

Friday morning after raining all night turned out to be no different, raining, why hadn’t any one mentioned Guzzi Club rain before I joined, maybe it was the Guzzi gods frowning on me as I was taking a BM. Maybe it was the BM god frowning because I was going with Guzzies. Mal arrived at my place about 8.30 and we set off for Pheasants Nest where we met up with Kiwi and Gerard, hereafter referred to as Froggie. From there it was a cruise to Marulan to turn left and across to Bungendore for a quick coffee and then off to Cooma, or that was the plan. Froggies front brake was not working properly and after a discussion over the coffee Mal rang Pete Roper but there was no answer, fortunately a passing local who also owned a Guzzi knew where his shop was and gave us directions, not I might add before making comments about why BMs weren’t good enough to park on the same side of the street. (more on that later).

After having a new brake lever fitted, something wrong with the adjuster or whatever we set off again, by now it was about 30 degrees and we enjoyed the refreshing breeze as headed for the ACT.

Normal run through to ACT and out the other side onto the dreaded Monaro, time for a 100kph sleep till Cooma, wrong, the Guzzi Gods had a different plan, their plan was rain, more rain and how about some hail. Rained on and of till Cooma but hey we were away on bikes and this was only the first day. More coffee and away again to Bombala where we fuelled up and asked where was a good place to stay the night, the servo attendant told us the Delegate would be better and the pub was a good place, she’d even meet us there after work for a drink, Kiwi Phil immediately wanted to go so we headed to Deligate and guess what….. rain! all the way.

The pub turned out to be great, good hospitality nice food and Mel the servo attendant turned up for a beer. The next day we headed off again, this time the weather was perfect and we had the Bonang Hwy to look forward to. After a few K’s of dirt road it turns into the best set of bends I’ve ridden for some time. Whilst on the dirt and the others were getting their slips untangled from the rear wheels I pulled away with the intention of getting a video of the three Guzzies blasting past but as they approached they slowed, stoped and Mal got the billy out of his TARDIS saddle bags and made some hot chocolate for us all! Never thought I’d be having a hot chocolate in the bush with a group of motorcyclist. Trouble was I enjoyed it, must be getting old, er than I was. There was quite a lot of debris on the road due to the rain so a fair bit of concentration was in order, great fun though. A real hoot. The road winds almost right into the main street of Orbost where there is a great
bakery with good coffee. After meeting a few local motorcyclists and more comments about BMs we set off for our next stop, Paul Carbery’s place. Of course on the way this being Saturday there were heaps of bikes out for a ride, and as we passed through Bruthen there was the inevitable line up of bikes outside the cafe but there were quite a few Guzzies so we had to stop and have a look... , and a chat,... this would turn out to be a continuing theme over the next few days.

Off again and a bit of highway till we turned off to a place called Launching Place, no water to launch anything not even a rocket to be seen, so why Launching Place? This is Victoria so go figure. Paul was a great host and his Carbury V twin is quite a piece of work, very clever guy, good rider too, imagine an Enfield 1000cc v twin with the same suspension and brakes as a 500 two up heading into the sun at about 120kph, not for me but Paul just rode on. Unfortunately whilst at Paul’s place Mal bumped Kiwi Phil’s bike and it fell over breaking the blinker and bending the brake lever, nothing serious but no fun any way, Mal ordered the parts from Motociclo and John sent the parts to Hobart for us. The marvels of modern times.

Next morning and an early start to catch the ferry, just cruise and follow the GPS. The ferry trip, which I thought should have been done overnight so as not to waste riding time, turned out to be a great idea, none of us knew each other very well except for Kiwi and Froggie so it was a good time to have a talk and find out more about each other and have a forced rest day.

Arrival in Devonport and straight to the accommodation Kiwi had pre booked for us, recommended by Bret and very good it was, did some washing and off to the local for a few drinks and dinner, just, you see the kitchen closed at 7.30 and they just had time to whip us up some dinner before they went home, oh well at least we could have a few drinks, not, last drinks at 9pm, oh well early night then, on the walk home we passed a K mart that was open till midnight, another go figure moment.

Monday morning dawned bright and clear and the Guzzi contingent wanted to go to the local dealer to see if they had a lever for Phil’s bike so 18 Ks to the shop, after finding out they didn’t have a lever we would head off to Stanley, well not straight away, Froggie decided to have a new tyre fitted and Mal and Kiwi had to by a couple of new blouses and some jewellery. The new Sport does look very nice though, maybe Angie would like one for a Valentines gift. Lunch time we headed off to Stanley. Reasonably boring road to Stanley but ok, Stanley pub was a great pub with a kiwi barmaid so guess where Phil was and Mal met another Royal Enfield owner to talk to, Froggie was having a shower or chatting up some bird or whatever so I just had to have a few drinks sitting on a verandah in the afternoon sun looking over the paddocks to the sea after having been on a bike for most of the last 4 days on good roads with good mates, it doesn’t get much better than this! That night Mal cooked up a great curry for dinner and we had a great time with some nice red and a port and more stuff I can’t remember.

Next day again bright and clear, off to Marrawah today then back to Wynard for lunch and down to Warratah. A great lunch of fish and chips or salad, couple of coffees and off we go, or so we planned but the Guzzi gods had different ideas, Mal’s rear tyre was flat, very flat, and it ain’t tubeless. Ok just take the wheel off and replace the tube. Right, after taking off the left muffler, and a locating pin for the calliper, the pin was so seized in the swing arm we were afraid that it was not meant to come out, a call John at Motociclo and yes it should come out, so allen key, length of tube and stand on the bloody thing, and jump, again ,CRACK, and it was free. Mal then pulls out a bead breaker that fits together with black magic, who carries a bead breaker!! Now I’m sure his bags are part of the Tardis! To everybody’s surprise Mal’s rear had a car tube in it, what the!! Anyhow two hours later we’re
on our way again.
The road to Warratah is a blast, are there any roads down here that aren’t fun? Yahoo !!!
Just gassed it all the way there, what a hoot.

Warratah, wandered into the pub to see if they had a room for us and yep we’re good , the
owners wife would open the garage and we could park the bikes in the garage , with the
owners white Stelvio the same as Gerrards a Bmw 1300 and a Yamhondasiki something
and two other guests bikes a Triumph and a Kwaka! The publican had bought the Stelvio at
auction as a repairable right off few scratches etc with very low ks form $7000, nice one !
Wednesdsay and of to Reece Dam and more great roads then to and Strahan and a camp-
ing spot on the Gordon River with no fish, nice jaffles though, if I do say so myself. On the
way we passed through a little hamlet, can’t remember the name but again with the
Stelvios , two parked outside the cafe so we stopped for a chat , how come all these
Stelvios we see are outside a cafe or parked in a garage ?

Thursday saw us heading through Queenstown towards Hobart along the Lyell Hwy which
is a great ride, fast open sweepers through tundra like country gently undulating with vistas
that go on forever.

Somewhere around Hamilton we misplaced the Frenchman and, it so happens, that was the
last time we saw that Belgian girl on the Suzuki 650 hmmm, na.
Phil Had this plan to go to some place called National Park but he still hasn’t told me which
one it was, nice pub though, very astute clientele, know a thing or two about motorcycles
and their riders . You see when we walked into the pub one of them said he knew which one
of us was riding the BM and after saying it was me we asked how he knew, he said he
thought I didn’t look as rough as the others, I think he might have been looking out the win-
dow when we arrived but I took the mark all the same, a bit of work and he could turn that
into a real money spinner .

Anyway no fish, again ! what’s that rod for again ? Phil did catch two back packers in a van
doing hand stands though, I’ll let him tell that one as I was not there to verify the events as
recounted to me you worship.

Friday and the gods thought we’d had enough of a break and sent the rain again, Guzzi rain
this time. We had passed a fish hatchery on the way in to National Park , don’t ask me
which one , so Phil took us there to show us some of the fish he hadn’t caught, the things
you see when you haven’t got a stick of dynamite! Nice Coffee though and off to find Frog-
gie. A short stop in Hobart to buy some bit and pieces and let Kiwi Phil chew some eye
candy, nice town, smart assed locals, parked minding my own business and a hooligan in a
tin top yells out “at least two of you are riding good bikes” I guess he didn’t like cruises ei-
ther, just as well Froggie wasn’t there, hooligan would have lost count ! Froggie had been to
Port Arthur with a friend from Hobart and we met up again in Sorelle then it was off to
Bicheno for the next overnight stop and it rained nearly all the way there, nice ride though ,
are there any bad roads in Tassie. Found a good cabin for the night and the pub was just a
roll away . Great dinner and the after dinner amusements included a pool tournament that
nearly got Mal into a fight , Mal ! Upsetting the locals ! I think they had too much to drink !
After all we have named Mal the Maililama he is so calm, another go figure moment .
Home run now as we have to be on the boat tomorrow morning, staying in a small town just out of Devonport we found a great pub with a bar named after Phil called Bourkes Bar, he said he’d never been here before, then why were all those kids calling him uncle? On the boat the next day and I was asleep almost before we’d weighed anchor, it had been a great week of fantastic roads, great food and drink and good company, now all that was left was to sail to Melbourne and ride home to Sydney, what could go wrong? Froggie and Tanya met us at our apartment, didn’t I mention Tanya, oh well Gerard’s girlfriend met us at the boat when we arrived in Melbourne all the sooner to see her man and ride home with him, pity it rained all the way back to Sydney. Amazingly Tanya didn’t have a word to say about the rain just grinned all the way home! Froggie ????

Froggie and Tanya parted with us at the Wangaratta turn off, went to visit a mate of Gerard’s so Kiwi Phil and I pressed on, rain, boring road, trucks, boring road, more trucks, buffalo, BUFFALO !!! yep just before Holbrook there were two buffalo in a paddock, (couldn’t resist wondering if one was named Bill) and a funny white flash on Phil’s rear tyre, what’s that? Flagged him down and had a closer look, you guessed it, no? oh well, worn through to the steel belts, the Hume and 60 kilo of luggage will do that, so into Gunnedah, no luck so on to Yass, carefully, pulled in about 5.30 not expecting to find anywhere open but the local bike shop was just closing, unfortunately he didn’t have a tyre to suit, not even a used one so Kiwi Phil headed to Canberra to wait it out till morning and I kept going, in the rain, with the trucks and the boring road and Froggie who had just come up behind me after his stopover in Wangaratta, he waved as he past me at about 130 kph off to catch Kiwi Phil no doubt, he wasn’t going to catch him that way. After a cautious ride back to the M7 interchange it was just a cruise home to Dulwich Hill, climbed off the bike a very contented man. I’d had a great week of riding eating drinking with great mates and the BM, which has to park on the other side of the street, was the only bike to get home without a spanner being applied, may be the Guzzi gods weren’t so upset with me after all. Saggy tits indeed !!!
Hi Peter / Garry / John
Attached a couple of pics and below a short blurb if you need a filler for the newsletter, otherwise John you can throw into your email updates or the bin. The attached pics are cropped from those posted on the CIMAA Facebook page if you want to look at the others.

**Sun 2Sept - CIMAA Run**
Fathers Day so a modest turnout - the dedicated ones that had their priorities right :) Chris on his immaculate LeMans I, Warren on his not so immaculate LeMans MK2 and Mathias on an immaculate Ducati S2. We took off from Pie in the Sky at 8am, after cautioning each other that the Police had been very active in the area lately. The twisties were considered fair game for a good legal workout and our caution was rewarded when we passed a candy car lurking along the divided 60km stretch. Just beat a big pack of Harley riders to order brekkie & coffee at Peats Ridge. To their credit the were prepared to be educated and came over to ask questions about the brace of LeMans, while Mathias buggered off to find some petrol. My brand new Battlax front tyre was wearing in nicely, with just a couple of rubber needles left on the outer edge of the tread. More fun on the way back, but sadly passed a rider having a roadside discussion with the driver of an unmarked police car.

Have fun, stay safe, Waz.
Do either of these logos match the bikes?

MOTO GUZZI

MOTO GUZZI
This year marked the 25th anniversary of the Rally !!!

What a great turn out we had this year, about 140 rally entries, the best attendance for many years!

Guzzis old and new turned up in spades from all over OZ. A good turn up from the Queensland club. But I think only 1 from our Mexican (Victorian) friends.

A group of 7 riders from WA made it across. For some of them it was the first time on the east coast.. **Bloody good effort!** The WA riders went home with a few awards.
- Biggest club attendance,
- Longest distance rider,
- Longest distance female rider and maybe even oldest combined rider and bike? (not sure of the official award)

The" hard luck award" went to a V700 rider ( see attached photo) .. his shaft drive bearing shattered and stopped him somewhere new Newcastle.. he rode pillion the rest of the way.

The " Johnny Myer" memorial award went to Cathy from QLD , who restored her friends SP2 1000 in his memory after his death

"Oldest bike" went to Steve Orange with his V700 Ambo ..

The raffle was a hit this year with a record number of raffles sold There were some great prizes for grabs.

Many thanks to **John and Nicole from Motociclo** and the generous major prize donations. Also thanks to the **John Sample Group** (Moto Guzzi-Aprilia importer) for 3 x $200 vouchers from the - --

We had great weather all weekend, which encouraged many riders to explore the area around Gloucester on their bikes during Saturday. I got a ride on Club President John Murray Le Mans MK1 which went very well but was later informed that there was something wrong with the accuracy of this Speedo. (If I only would have know that before).

No major hick ups all weekend, other than a blown tyre on the clubs trailer on the F3 back to Sydney. Exciting stuff!

Andre
Ragged Fringe Rally 2012
Ragged Fringe Rally 2012
Ragged Fringe Rally 2012
Ragged Fringe Rally 2012
The Moto Guzzi California is now available in a special two-tone anniversary edition celebrating 90 years of Guzzi heritage. The ‘California 90 Anniversario’ sports a two-tone red & white paint job, featuring retro decals and a genuine leather saddle.

It will be unveiled to the public for the first time at the Guzzi World Days event in Mandello del Lario on September 16-18 (www.gmg2011.motoguzzi.com). As well as the large ‘Guzzi’ logos on the tank, the bike has lacquered ‘California 90’ decals on the side covers plus a numbered aluminium special edition plaque. The steel mudguard and leg protectors fitted as standard are also finished in matching two-tone paint.

The California 90 Anniversario is powered by the same 1064cc V-twin touring engine found in the standard California Vintage, delivering 73.4bhp @ 6,400rpm and 69ft.lb of torque. It also boasts the same all-encompassing accessories package as standard. This includes a large windsceen for maximum protection and waterproof hard panniers. Both the panniers and the engine are protected by chrome guards.

Fog-lights come fitted from the factory and a matching chrome luggage rack provides extra storage capacity.

Braking is taken care of by Brembo, with twin 320mm discs with 4-piston radial calipers at the front and a single 282mm disc at the rear.

The California 90 Anniversario costs £11,678 OTR.

For more information on the California 90 Anniversario, please contact your local Moto Guzzi dealer [http://uk.motoguzzi.it/].

- Ends -
For more information or images, contact James Keen at keen@piaggio.co.uk or on 0208 290 8861.

Useful Links
Moto Guzzi dealer locator - http://uk.motoguzzi.it/#/motoguzzi/UK/en/dealer
Moto Guzzi official site - http://uk.motoguzzi.it
Notes to editors: Founded in 1884, Piaggio & C. S.p.a. is one of the leading world manufacturers of 2-wheeled motor vehicles today. The product range includes scooters, mopeds and motorcycles from 50 to 1,200cc under the Piaggio, Vespa, Gilera, Aprilia, Moto Guzzi and Derbi brands. Piaggio offer a complete range of original, intelligent and creative solutions for getting around which appeal to the modern individual who is open to change.

Moto Guzzi California 90 Technical specification

<table>
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<tr>
<th>Specification</th>
<th>Details</th>
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<tbody>
<tr>
<td>Engine type</td>
<td>90° 1064cc V-Twin, 4 stroke</td>
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<td>Compression ratio</td>
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<tr>
<td>Maximum power</td>
<td>73.4bhp at 6,400 rpm</td>
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<tr>
<td>Maximum torque</td>
<td>69.3ft.lb at 5,000 rpm</td>
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<td>Fuel system</td>
<td>Magneti Marelli IAW alfa-n system Multipoint phased sequential fuel; 2 throttle bodies of 40 mm with injectors Weber IW 031</td>
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<tr>
<td>Ignition</td>
<td>Magneti Marelli IAW 15RC electronic digital ignition, twin spark</td>
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<td>Exhaust system</td>
<td>steel, 2 tubes connected to an expansion room, that is connected to 2 steel mufflers; three-way catalyser with Lambda sensor (Euro 3)</td>
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<tr>
<td>Lubrication</td>
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<td>Gearbox</td>
<td>5 speed, constant mesh gears with built-in cushion drive</td>
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<tr>
<td>Clutch</td>
<td>dual disc dry with mechanical control</td>
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<tr>
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<td>detachable tubular duplex cradle in special high-strength steel</td>
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<td>Rake</td>
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<td>Front suspension</td>
<td>Marzocchi hydraulic telescopic fork, Ø 45 mm, adjustable separately</td>
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<td>Rear suspension</td>
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<td>Wheels:</td>
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<td>Tyres</td>
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<tr>
<td>Seat height:</td>
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<tr>
<td>Fuel tank</td>
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</tbody>
</table>
Well the Diavel ride is a bit harsh at low to medium speeds and a bit less harsh at higher speeds over rough surfaces of NSW roads. Not much good in roundabouts in 3rd gear but the motor has so much top end power it is really an eye watering experience at full throttle. It also seems to go around corners without much fuss at all. Much too fast for me to enjoy as the landscape starts to distort and the Ducati gets faster and faster I black out from the G force. So that's what you do with 162HP.

We took the bikes from Mudgee to Coolah via Ulan on tight and twisty stuff then back to Mudgee via Gulgong on the wide flowing road. This was a very short tourist trail of less than 2 hours with a couple of stops. Of course all at the posted limits everywhere.

Since I lifted and regrouped the separate sections of skull, this image has since been removed from the John Sample Group California 1400 website.

So it may be the last you see of the skeleton Guzzi rider. I wonder if JSG had lifted it from somewhere or MG in Italy said something to JSG?

Does any one know the history? Please let me know.
Today I had the opportunity to take the new 2012 V7 Stone out for a ride. This was courtesy of a 'Demo Day' organised by the local Moto Guzzi agents in cooperation with our favourite Moto Guzzi dealership here in Sydney, Motociclo (http://www.motociclo.com.au/).

Actually, the demo bikes featured both the V7 Stone, a Black and Yellow V7 Special, a Norge, Stelvio, a couple of Griso’s, a Sport and a Bellagio, with an apology to any bikes I failed to mention. The V7R was on show but not available for demo… someone had already bought it!
Disclaimers
Before I report on the ride and handling, let me qualify this first to say it's all completely subjective on my part. I'm not an experienced bike tester by any stretch of the imagination.
I can tell you I've owned my V7C since 2009, over which time 22,000km's have been put on the clock. In that time I have changed my V7C from stock, it now sports IKON shocks at the rear and progressive springs up front. I've ditched the standard handlebar for Tommaselli Ace-Bars (clubmans) to provide more of my weight forward and over the tank. I run Pirelli Sport Demons as opposed to the original Metzlers, the same rubber on the new V7 range. I have the V7R rearsets as opposed to stock, and I replaced the stock cans with aftermarket ones from Staintune. I am 5'8" tall, no idea of my inseam, weigh 94kg (or 207 lbs for you folk who live in the US of A) and yes I need to go on a diet, and my favourite colour is blue.

Observations
Back to the V7 Stone, well it's a tidy bike and it looks just in good in the flesh as it does in photos. The matt Black paintwork is just my cuppa tea, and the new cast wheels are attractive and will be much easier to live with than the spokes for sure. Based on perception, the new steel tank is just as compact as the older V7C's plastic ones (you Americans were blessed with those tanks before the rest of the world, count yourselves lucky) but with the massive increase in fuel capacity (from 15 litres to 22 litres). I guess that means wet weight has theoretically increased? But you couldn't tell.

Visually the new jugs are nicely rounded (how rude) and subjectively I believe they look far nicer than the squared-off fins of the previous gen SB's. While the new, black valve covers on the cylinder heads are mostly and reassuring metal and not some great chunks of plastic, the first small criticism I make here is I don't like plastic phallus-shaped cover adorning its middle. Its a minor detail.
The second small criticism is the new shifters look thicker and dull, IMHO less elegant than the sleeker polished chrome ones from the previous bike. Again, these are just minor visual details, and on the whole the bike simply looks great.

**Riding the V7 Stone**

Throwing my leg over the saddle, it feels just like it should. Nothing drastic here, all the same in terms of standard. The hands fall perfectly to the handlebars and their controls, no pressure etc. The standard position is the classic sit up and beg, and it felt a little weird for me given I'm happier with the clip-on bar position these days. Personal preferences aside, its fine. Foot position was fine for a standard, though my personal preference would like be the seating position on the V7R with its rearset, lean-forward-over-the-tank-more geometry.

Firing up the bike and pulling away from the curb, the most noticeable and immediate differences I found was the silky smooth gear changes, and the torque coming in almost immediately (bear in mind we are talking about SB torque here). The gear changes snicked as quietly and confidently as a modern gear box should, unlike the previous gen V7 which felt at times clunky and a little sloppier (read: character-ful). So gear changing on the new V7 was a pleasant experience. The motor itself also pulled strongly through the range, torque coming in very early at just over 2k RPM and maintained through to 5k RPM, though our demo route did not let me get a proper measure of the gearbox at higher rev ranges. Off the line starts from the traffic lights were fine, but you'll generally only win against the cars rather than other bikes.

Andre sent this in with the following notes….

Here is the V7 Stone - Demo ride report by Franco Paul a new MGOA member as submitted by him to the Wild Guzzi Forum.

Franco gave his permission for this to be reprinted in our News letter it also has more photos attached for the demo day article.
The bike/chassis felt really fit and tight (in a good way), like a modern well set up standard. It felt slick. The motor responded excellently to the throttle, handling was light and flickable through urban traffic. It was also comfortable (after I got readjusted to the standard seating position). Cornering was confident and predictable, though we didn’t get to go on any roads or reach any speed where I could have really pushed the suspension.

On the negative side, well, subjectively I have to compare it to my own V7C. The note of the new V7 Stone pipes just cannot compare to the pleasing notes produced by Staintune pipes. They sounded anemic to my ears. However if you like the stock pipes on your current V7C, or you like to remain on good terms with your current non-motorcycle riding neighbours - then the stock V7 Stone pipes will do you just fine. If you would prefer your new V7 Stone to sound how a Moto Guzzi V-twin is meant to sound, a change from stock pipes will probably be one of the first on your list. Aftermarket pipes definitely make a difference to the mid-range performance the previous gen V7. So if the same folk turn their attention to the new gen V7 range, these new bikes might benefit even more.

On another run, this time with me on a Griso, I pulled up to the rider on the V7 Stone and I asked him what he thought. "It feels like a toy bike" was his reply. I asked him what he normally rides, and his response was a V11, which explains his answer. A few blocks later I offered him the keys to the Griso which he happily took, which gave me some more saddle time on the V7 Stone.

Conclusion
All in all, I really like the V7 Stone. It is a tidy bike, and IMHO much better than the previous gen V7. If I was in the market for a new V7 today I would not hesitate. However I would swap out the pipes with aftermarket ones (my pref being Staintunes), and generally set it up the same way as my current V7C. However as an owner already of a V7C, then I don’t think the improvements alone would be enough to make the shift. You yourself might be hankering for a bike with a new warranty, or a larger fuel tank for additional range, or the new colour scheme and the lower maintenance cast wheels and single throttle body - who knows.

If you aren’t already an owner of a V7 and thinking of getting one, but have never ridden one - well be sure you do. It’s a great bike, but like all bikes no one bike is for all people.

Peace, Franco
Spaghetti Rally - 20th-21st OCTOBER 2012

The Plan for this year was to complete the "3 Guzzi Rally runs", so after the Ruptured Budgie QLD rally in May, our own Ragged Fringe rally in September, the Spaghetti Rally was next on the agenda for October this year.

John Thurgate and Mark Vigors came up with some great route planning, so on Friday morning a group of 6 set off from Sydney.

1. John T on the fast Cali
2. Mark V on his Cali
3. Geoff on his very nice and brand new Griso 8v SE, only 1500 kms on the clock. He did sell his Harley to buy the Griso and we applauded him all weekend!!
4. Mark on the his black Griso 8v. Beautiful ride. Mark was kind enough to let me have a go.
5. Dave D Dipstick Pratt on the fastest Breva 750 I've ever met.
6. Andre D on the "good old LM3"

Down to Nowra and Nerriga onto Bungendore and through to Cooma. Next onto the Snowy Mountains Hwy and via Link Rd and the fantastic Elliot Way to Tumbarumba and by 5 pm we made it to Jingellic for the night.

There we bumped into Doug from Lismore on his "Le Mans/850 T mongrel" and a couple of his mates on their Ducati. We all together set off together in the morning for a glorious run along The Murray River Rd and Lake Hume to arrive at the rally site in King Valley just after lunch time.

After setup at the rally site, which involved some excursions into the deep grass to claim a spot, there was still plenty of time to go for a scratch up the mountain to Mansfield with my mate Andrew on his 900 Darmah Ducati-60 kms of winding round and a great chance to let the eagle fly on the LM3 and dice it up with the Ducati - great fun!

MGOA members Greg on his BMW and Steve "the Fireman"-V7 Classic - came down from Lithgow on a more inland route to join us at the rally and Mal on his V7 classic was there already (as always, lucky man).

With almost 10 riders, our club was well present this year, but the best club attendance went to the "Screw Tourers rider group" -(screw them tourers : -)

The Victorian club had a big turn out this year too... lots of old and even more new Guzzis.. i think MG must be doing something right to get more riders on their current range of bikes..

That Saturday night Spaghetti was delicious and firm plans have been made to repeat the trip to visit our southern cousins for next year!!!

Andre
THE V7 POLICE IS INTRODUCED TO THE LAPD (LOS ANGELES POLICE DEPARTMENT)

The California's history began in 1968 and the major players were the Moto Guzzi V7, the powerful American importer Berliner and the LAPD, Los Angeles Police Department.

Brothers Joe and Mike Berliner strongly believed in the potential of the new V7 and were convinced that the best strategy for attacking the American market would be to start with winning contracts to supply the Los Angeles Police Department with motorcycles. After various attempts and overcoming the initial hesitancies, in February 1968 the Berliners convinced top brass in the LAPD to try two slightly modified Moto Guzzi V7 700 bikes.

In no time the police test riders learned to appreciate the superior features of handling and acceleration that the Italian bike provided, while the mechanics and service engineers were enthusiastic about the advantages that the transversal 90° V architecture had to offer which, because of its accessibility and mechanical rationality, drastically reduced routine and extraordinary maintenance times.

Having earned the approval of both riders and technicians, Moto Guzzi became one of the very few motorcycle manufacturers to be invited, in November 1968, to participate in a selection to commission a batch of ten units.

The small order did not discourage the engineers from Mandello who outfitted a V7 with an oversize 750cc engine, equipping it with a windshield, bags, supplementary lights, a radio and a siren. And so the V7 Police was born which, during the rigorous selection tests trounced the American, English and Japanese competition, winning a contract which had historically gone to the national manufacturer from Milwaukee.

The small legion of ten units was outfitted at Mandello under the watchful eye of sergeant Scotty Henderson from the TED (Traffic Enforcement Division) section, sent from Los Angeles to supervise the production which underwent some modifications, such as the side stand which could be operated from a position astride the bike, the left hand shift lever land the bullet proof windshield made in Lexan. The sergeant commented on this experience:“At Mandello I was given carte blanch for ideas on how to make the motorcycle. They literally designed a bike right before my eyes". In the summer of 1969 the Moto Guzzi V7 Police joined the fleet of more than four hundred police bikes in Los Angeles, quickly becoming the favourite among the younger cops, a sign that the Berliner brothers' strategy was beginning to bear fruit, both through the shower of new orders from American police departments, starting with the California Highway Patrol, and through the curiosity that these new bikes began to arouse among the Yankee bikers.
1970 - 1972: FROM V7 POLICE TO V7 750 CALIFORNIA

Echoes of the contract that Moto Guzzi had won in America arrived in Europe through the specialised press, consolidating the successful public image of the V7, which had been recently revamped with the 750 Special version. This was enough to stir up the curiosity of enthusiasts and dealerships that began insistently to request information on these “American” V7 bikes, so much that management decided to launch the V7 750 California in the Spring of 1970.

There were many aesthetic changes compared to the V7 Special: from the fuel tank to the instrument cluster, from the footrests to the “bullhorn” handlebars, from the saddle to the stand. From a technical point of view, the California differed from the Special with the presence of the steering damper, conical torque (8/37 instead of 8/35) and “barrel” silencers. In short, the new V7 inherited the aesthetic outfitting of the V7 Police which, thanks to the growing numbers on the streets of California, sustained sales of the V7 Ambassador, a version of the California built for the American market.


At the Milan Motorcycle show of 1971 Moto Guzzi introduced the V850 California. The new California was equipped with all of the technological advancements designed by Lino Tonti on the V7 Sport engine, such as the reinforced crankcase, but with a displacement increased to 844.05 cc. In this configuration the twin cylinder from Mandello reached an impressive 65HP at just 6500 rpm, making it the new reference point in the category for power, performance and reliability.

From the V7 Sport the V850 California also inherited the five speed transmission, dual brake and front drum, as well as adjustable shock absorbers. The bike, which had a distinctive aesthetic personality as well as a technical one, would have great success in all the markets, from the United States, where it was sold under the name Eldorado 850, to Germany and France, reaching the record in 1974 of more than twelve thousand sales, four thousand of which were in America.

The sales success during this period helped to overcome a difficult economic situation complicated by the energy crisis, the rise of Japanese motorcycle manufacturers and the decline of the English motorcycle industry.
A NEW STANDARD IN HANDLING, COMFORT AND TECHNOLOGY IS COMING TO THE CRUISER MARKET...