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Guzziology 5 4 Essential to any Guzzi rider. The latest

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is much newer than 5.4. I have met people who didn't know BMW made motorcycles, so while Moto Guzzi is by no means a really unusual marque, it does require a certain level of rider knowledge that H-D or Honda do not. Mr Richardson is the Ben Johnson of Guzzies.

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Spiral-bound: 816 pages  
Publisher: Moto International; Spiral edition (December 23, 1995)  
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Some 30 different models of Ducati twin-cylinder motorcycles are covered in this comprehensive restoration guide. Combining his own expertise and experiences with those of Ducati enthusiasts the world over, Mick Walker clearly explains all you need to know to restore Ducati's bevel-driven V-twins, belt-driven V-twins, and parallel twins. It is illustrated with clear diagrams and rare photographs gathered from various sources. Previous edition (1993) ISBN 1-85532-304-4

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restoration, renovation, and development history of all V-twins (1965-2000) from the company that author Mick Walker confidently--perhaps controversially--describes as "Italy's most glorious marque." An invaluable guide to the many engineering re-designs, technical modifications, and re-styling exercises carried out on the V-twin Moto Guzzi over years. This volume is packed with technical data unavailable from any other single source, from Ing. Giulio Carcano's 1965 V7--a sensation at the 39th International Milan Show--to the V11SS 6-speed gearbox. And in between? More than 50 models, heavyweights and middleweights, custom cruisers and off-roaders, engine and gearbox stripdown, electrics,

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fuel injection analysis, model recognition, model years, performance kits--even specialized workshop tools. Nothing is overlooked in the quest for your perfect Guzzi.

The Complete Book of Moto Guzzi: 100th Anniversary Edition, Every Model Since 1921, written by respected motorcycle expert Ian Falloon, offers enthusiasts a thorough review of Guzzi ' s storied 100-year history via all of its production models. The oldest European motorcycle manufacturer in continuous production, Italy's Moto Guzzi has built some of the most iconic motorcycles ever produced. Established in 1921, the company is one of the most traditional motorcycle

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makers and also one of the most innovative. Carlo Guzzi's first engine design, a horizontal single, defined Moto Guzzi's road-going motorcycles for the company's first 45 years. In the 1950s, Moto Guzzi experienced tremendous success in Grand Prix motorcycle racing. Today, Moto Guzzi has a higher profile than ever, thanks to its popularity among enthusiast celebrities like Ewan McGregor. This new edition of The Complete Book of Moto Guzzi includes a 100th anniversary introduction, new photography, and additional pages to cover the newest models from 2018 to 2020. All of Moto Guzzi ' s production models are covered in detail, including the groundbreaking Falcone, the V-8 Grand Prix racers, the V7 Sport, the Ambassador, the



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Eldorado, the Le Mans, the Daytona, right up to today 's the complete range of modern bikes including the V7, Griso, Stelvio, and V9. Celebrate a century of iconic Moto Guzzi machines, model by stunning model.

Dave Richardson bought his first motorcycle at 14. He wasn't much of a racer but wanted motorcycles to be his life. After a few odd jobs, he became a partner in newly-forming Moto International, and in no time, was thrust into running it. "It's a motorcycle shop. How hard can it be?" How hard indeed? Dave thought the hard part would be attracting customers. He never dreamed of the unexpected challenges. In these pages, the author of Guzziology tells the surprising story of

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dealing with banks, motorcycle manufacturers and distributors, defense contractors, finance companies, the public, and the EPA. He tells of fixing problems ignored by manufacturers, advocating for improvements in bikes, and trying to get distributors to fix customer's bikes. His career in motorcycle shops spanned 34 years, representing at various times Aprilia, Cagiva, Ducati, Husqvarna, Hyosung, KTM, Laverda, MuZ, and Ural. But always, Moto Guzzi.

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1990's, I was in Mandello del Lario, Italy as part of the Moto Guzzi design team and Dave was in Seattle Washington trying to keep his Moto Guzzi shop solvent. Despite the distance, our paths crossed often. Dave was frequently invited to the Guzzi factory and became an advisor to the management. Dave is a great storyteller and this one is fascinating. It's about five decades of a life dedicated to motorcycles, starting as a kid drooling over the bikes in a motorcycle shop and ending as a savvy businessman using all his skills to keep his motorcycle shop alive. It's about a love for the sport bordering on obsession, about adversity and perseverance. If you have ever thought that the owner of your local bike shop selling those gorgeous,

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expensive Italian motorcycle might be stuffing money under his mattress then this tale could change your thinking. If you have ever wondered what it might be like to be a motorcycle shop owner then this book is for you too. Dr. John Wittner US middleweight/open Endurance and Pro Twins Champion, Motorcycle engineer, and former Moto Guzzi technical consultant

Italian motorcycles have a place in history – and many enthusiasts' hearts – out of all proportion to the numbers that have been built. From Moto Guzzi becoming the first non-British marque to win a TT through to Ducati's achievements in MotoGP, they have also been at the forefront of motorsport despite being

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far smaller than, at first, the British and later the Japanese manufacturers. If the number of motorcycles built by Italian manufacturers is small, the sheer number of Italian motorcycle factories will surprise readers. Almost 600 marques were identified in researching this book, and there may have been thousands. This is partly because there were so many engines available off the shelf – many of them English – as well as a thriving accessory and component industry. A – Z of Italian Motorcycle Manufacturers only deals briefly with the grand marques Ducati and Moto Guzzi because there have been many dedicated books about them. Instead this is a definitive guide to the factories that have been less widely covered or, in most cases,

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never before in the English language. Some, such as Bianchi and Garelli, might be familiar: others, remembered for their racing achievements or uniqueness, such as Morbidelli, and many you may have never heard of. But if it was possible to establish when and where the factories were active, and at least a little about the motorcycles they built, then there is an entry for them. An appendix lists the other manufacturers that are lesser known, making this the most complete reference book of Italian motorcycles available today. This book is a complete guide to Italian motorcycle manufacturers, and an essential reference for anyone with an interest in these fascinating vehicles. Italian motorcycles have a place in history – and many

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reference book of Italian motorcycles available today. This book is a complete guide to Italian motorcycle manufacturers, and an essential reference for anyone with an interest in these fascinating vehicles.

This book contains a year-by-year account of Lino Tonti's development and evolution of the V7 Sport into the stylistic 850 Le Mans.

The story of Moto Guzzi is a story of survival. As one of Italy ' s oldest, and most legendary marques, Moto Guzzi had seen the height of success during the 1930s, and then the 1950s when they dominated 250 and 350cc Grand Prix racing. Their withdrawal from racing

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coincided with a period of stagnation until the company was sold to De Tomaso in 1973. During the 1970s the V7 Sport and Le Mans were at the forefront of the new superbike era, and later, with Dr John Wittner ' s help, embraced contemporary technology with the 1000cc Daytona. If one aspect characterizes Moto Guzzi it is continuity. The great 500cc Falcone single ran from 1950 until 1976, and the V7, originally seeing the light of day in 1967, continued well into the 2010s. This continuity breeds loyalty, and Guzzi owners are a fiercely proud breed. Guzzis are not like other motorcycles, even Italian ones, and to qualify as a Guzzi owner requires a dedication and individuality that will be rewarded in a long term relationship.

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With the launch of the new California 1400 in 2013, and actor Ewan McGregor appointed brand ambassador, Moto Guzzi's owners Piaggio are proving their belief in the future and importance of Moto Guzzi. Moto Guzzi - The Complete Story charts the development of the stylish Guzzi bikes and the highs (and lows) of one of the oldest motorcycles marques still in existence. Topics covered include the origins of the Moto Guzzi factory at Madello del Lario - the oldest motorcycle factory in the world; the success at the Isle of Man TT and races worldwide; the development of the V-twin engine; the De Tomaso years and the introduction of the iconic Le Mans model. The complete story of Moto

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Guzzi, from 1921 to the present day covers some very special motorcycles and some astonishing people who made it happen. Will be of great interest as a reference book to all motorbike enthusiasts and is superbly illustrated with 250 colour photographs.

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