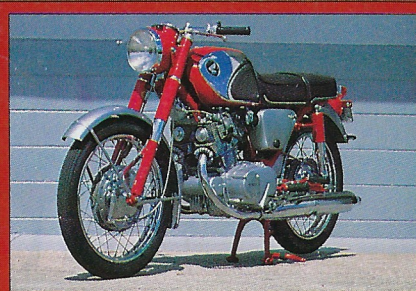




HUNDREDS OF CLASSIFIEDS!

Old Bike

JOURNAL



1965 SUPER HAWK

You meet the nicest people...

Still

Bizarre Beezer!

1932 Three-Wheeler



DECEMBER
On Sale Until 12/21

\$2.95 \$3.50Canada £1.75UK

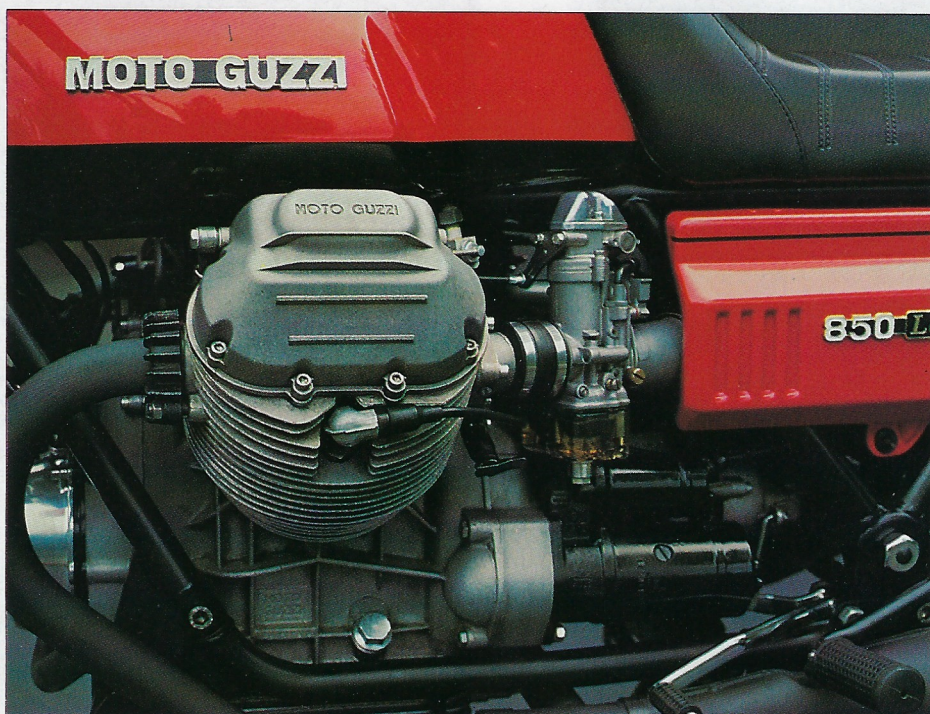
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Event Coverage

AMA Vintage Days • Cannonball Baker Run • Indian Day



Above: All engine and transmission seals were replaced during Guy's Guzzi restoration, as was about 99% of all existing hardware.

Below: It's red and it's stunning. It's Guy's no nonsense '76 LeMans MK1. Note the nice layout of the controls and business-like ergonomics.



It's early fall of 1976, hard core cafe racer Guy Verfaillie is out for a quick toot on his highly modified RD350. Pulling up to a light, he looks across the intersection and sees two of the most beautiful bikes he's ever laid eyes on: a pair of brand new Moto Guzzi MK1 Le Mans'. In that instant, Guy saw the future, he knew right there and then that somehow, some way, he'd have a brand new MK1 Le Mans.

Unfortunately, time stands still for no one and pretty soon it was '77, '78 and soon. Guy went through a succession of Japanese bikes and finally a BMW R100S but none of them ever made him forget how badly he wanted that MK1. As Guy prospered in the business

world, a series of exotic Italian bikes came his way: a Bevel drive SS900 Ducati, an MV Augusta Sport, even an R100RS came into his garage, but none of them ever replaced the image of that '76 Le Mans. By 1992 Guy's collection had been pared down to two bikes, a Ducati Paso (LTD) and a Le Mans

MKIV. He still lusted after that MK1 but just couldn't seem to find the one he wanted; after all, brand new '76 MK1 Le Mans' are rather hard to come by. The plot, as they say, soon thickened.

A chance phone call to Harpers Moto Guzzi in Greenwood, Missouri turned up a box stock MK1 with an amazingly low 256 miles on it. Maybe not brand new but close enough. At the same time a buyer turned up for his Paso (which had been for sale for over a year).

After tossing and turning through a sleepless night and a two hour phone call to Harpers, the check was in the mail, the Paso headed to California, and the Le Mans headed to Guy. The bike was, unfortunately, somewhat less than pristine; as a matter of fact it was somewhat less than rough! It was, to be charitable, a rolling basket case. Apparently, the original owner had ridden the bike for one day and then parked it in an open barn where it lay exposed more or less to the elements for the next 17 years.

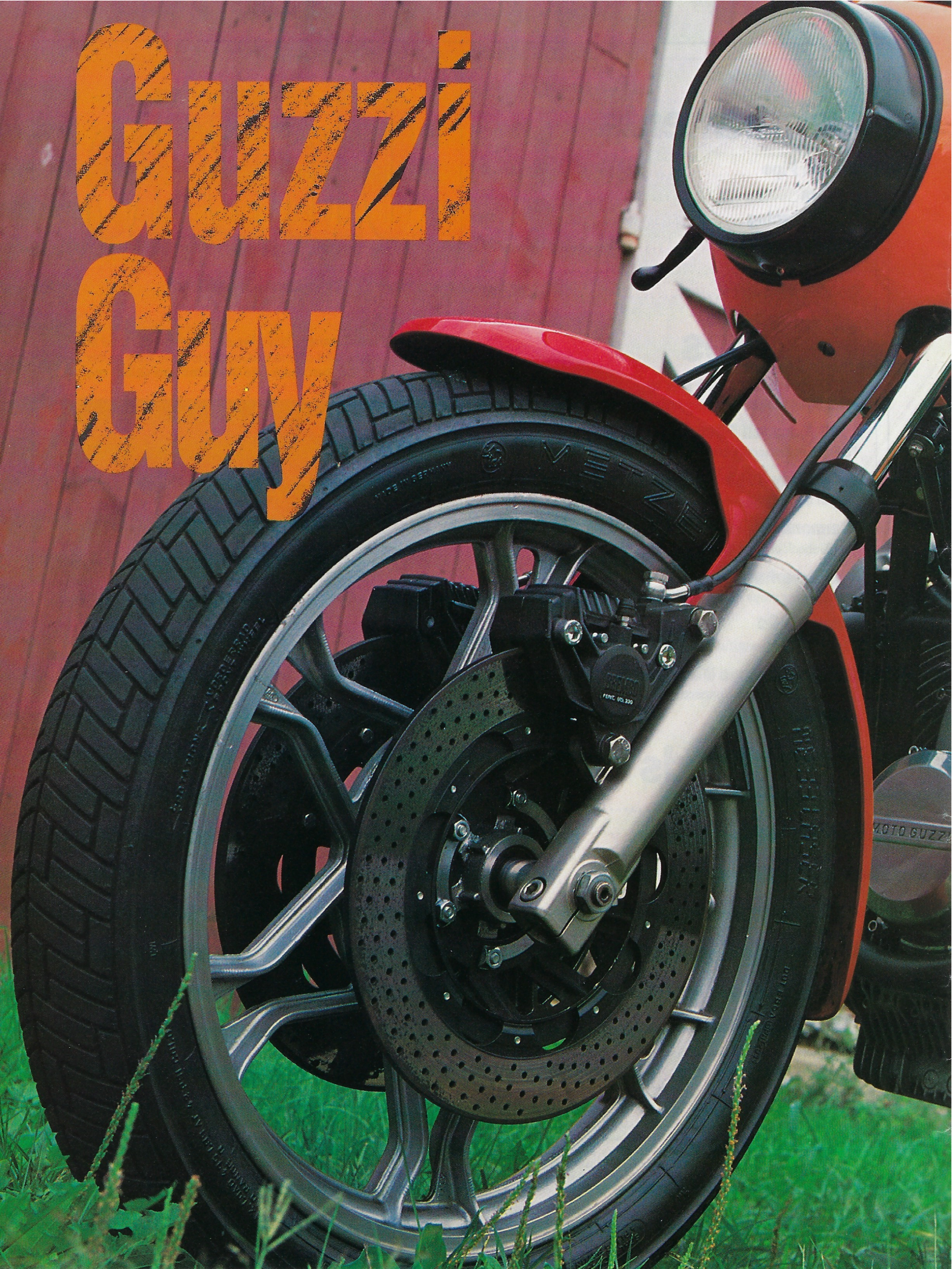
Fortunately, the bike was dead stock and completely original down to the last detail, and Guy was happy as a clam at high tide!


The bike was completely disassembled and the chrome and paint work sent out, while Guy opened up the engine and tranny for a look see. All engine and transmission seals were replaced and the cylinders given a light honing, the valves were touched up with some fine lapping compound and that was it, the rest of the power train was in as new condition. The calipers and master cylinders were rebuilt and steel braided lines installed, the rotors were ground to clean up the rusty spots. About 99% of the hardware has been replaced with stainless steel and all of the rubber bits were replaced with NOS parts. The carbs and starter required complete overhauls. The original exhaust was blasted and repainted (twice). The fork tubes were the only major item that had to be replaced; badly pitted, they were replaced with a pair from Forking by Frank.

Guy is a meticulous craftsman, his careful and thorough workmanship is evident anywhere you look on this bike. There are no rough edges or overlooked details - period. It runs perfectly and looks stunning. It's been shown twice and taken two "Best of Shows".

The bike is ridden fairly regularly; after all that's why Guy wanted it in the first place. Special thanks for help and support: Curtis at Harpers Moto Guzzi. Steve Ford at Parts is Parts - parts (what else?). Mike at United Auto Body in Fairfield, CT, (paint). Far-Mac Plating, Inc. Melbourne, FL, (chrome work). Mark Zimmerman and Phil Cheney-technical and moral support. □

Guzzi Guy



A detailed photograph of a red Moto Guzzi 850 Le Mans motorcycle. The bike is shown from a side-front perspective, highlighting its engine, fuel tank, and seat. The fuel tank is red with 'MOTO GUZZI' in silver lettering. The engine is black with '850 Le Mans' on the side. The seat is black with blue stitching. The background is a red barn with a dark roof.

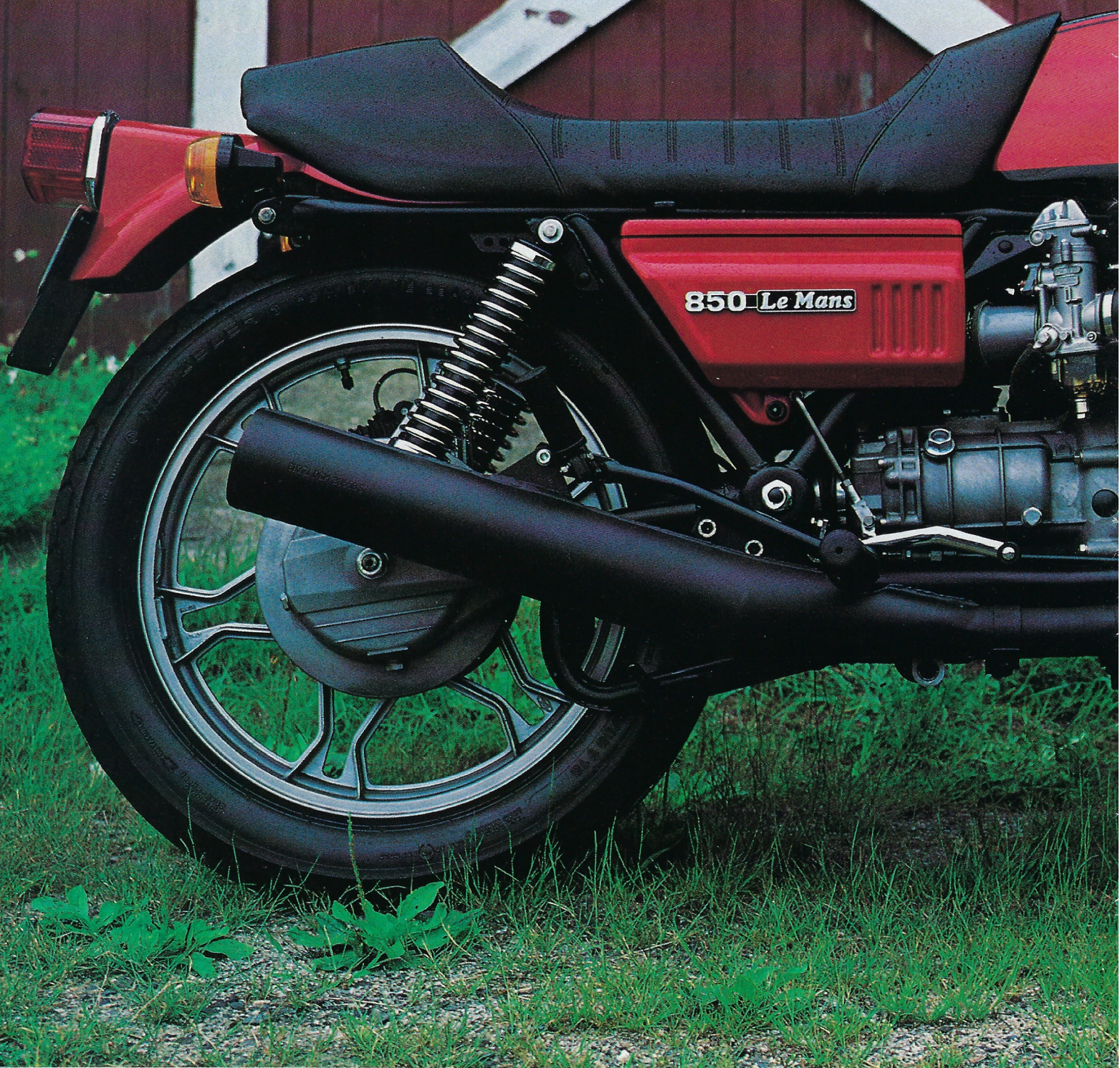
This Guy
takes his
Guzzi very
seriously.

photos by Jeff Hackett
text by Mark Zimmerman

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Moto-Guzzi

1976 LE MANS MKI





MOTO GUZZI

MOTO GUZZI

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