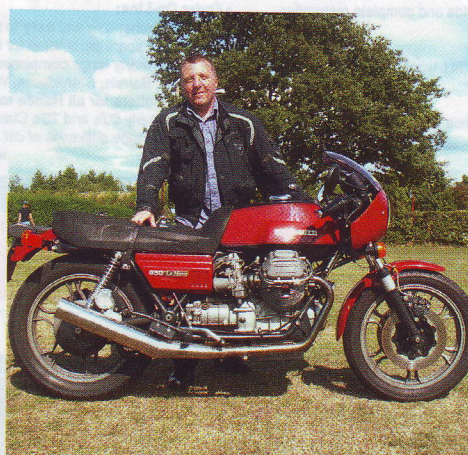
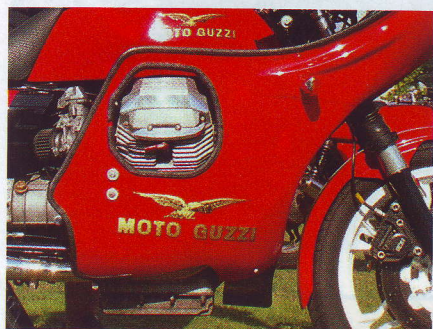


- 1976-1991
- V-TWIN
- 135MPH, 71/81bhp
- £2000-£4000

## Moto Guzzi Le Mans

Fast, and great for cornering, but slow on gearchanges and with a seat like a plank? We caught up with ten Le Mans owners at the International V-Twin rally in Fordingbridge in August, to find out the truth



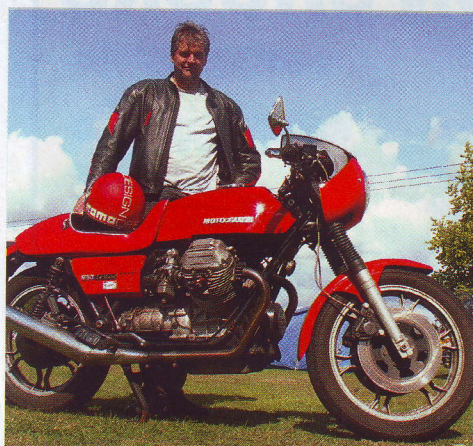
**Roger Blake, Kent**  
**1978 850cc Mark 1**

**How long have you had it?** Four years.  
**What goes wrong?** The universal joints, but they're often completely neglected.  
**Maintenance?** Easy. You can do the tappets without even taking the tank off.  
**Most important modification?** I give it a dose of octane booster and lead replacement additive or Optimax fuel.  
**Aren't they uncomfortable?** I've been to the south of France without problems.  
**What's the appeal?** It's well engineered, simple, solid and beautiful.



**Eddie Cox, Oxfordshire**  
**1984 850cc Mark 3**

**How long have you had it?** 12 years.  
**What goes wrong?** There is talk about UJs going but I have only replaced it once.  
**Maintenance?** The worst job is replacing the oil filter; you have to remove 18 bolts.  
**Most important modification?** The Sprint Twin Headlight Fairing.  
**Aren't they uncomfortable?** If you have leathers on you are okay.  
**What's the appeal?** I love the way you can work on them yourself, and the sound. She makes me smile all the time.



**Pete Swann, London**  
**1979 949cc Mark 1**

**How long have you had it?** Three years.  
**What goes wrong?** Electrics like spaghetti Bolognese.  
**Maintenance?** Easy. I rebuilt the top end sitting in the street outside my house.  
**Most important modification?** I fitted a phosphor bronze bush to take up slop in the gear linkage, which made it slicker.  
**Aren't they uncomfortable?** With Jota bars high, and a Corbin seat, it's bearable.  
**What's the appeal?** Torquey V-twin, motor pulls like a train.



**Lyndon Crimmins, Berks**  
**1977 850cc Mark 1**

**How long have you had it?** Seven years.  
**What goes wrong?** UJ exploded on the M6 at 90mph. Clutch thrust bearings went in Germany and I rode home clutchless.  
**Maintenance?** It's easy to work on.  
**Most important modification?** Replacing the clutch.  
**Aren't they uncomfortable?** I've fitted a Corbin seat with gel insert but arse ache still occurs at around 75 miles.  
**What's the appeal?** A lot of bike for sensible money.



**Tony Fava, Bristol**  
**1990 1000cc Mark 5**

**How long have you had it?** 11 years.  
**What goes wrong?** Not a lot; mainly speedo and rev cables.  
**Maintenance?** Very easy, though changing the oil filter is a problem.  
**Most important modification?** Individual air filters.  
**Aren't they uncomfortable?** No.  
**What's the appeal?** Looks magnificent handles and stops well. I've had 51,000 virtually trouble free miles. I would never sell it at any price.





**Jenny Sobey, Cornwall**  
**1978 850cc Mark 1**

**How long have you had it?** Eight years.

**What goes wrong?** The electrics have been rewired and a bevel box fitted.

**Maintenance?** Freeing the front engine mounting bolt is a hassle.

**Most important modification?** Raising forks through the yokes lowered the bike so that I can reach ground safely.

**Aren't they really uncomfortable?** Not at all, if you are not too tall.

**What's the appeal?** The looks and sound of a V-twin, and the power.



**Andy Blackham, Spain**  
**1981 850cc Mark 2**

**How long have you owned it?** Five years and about 30,000km.

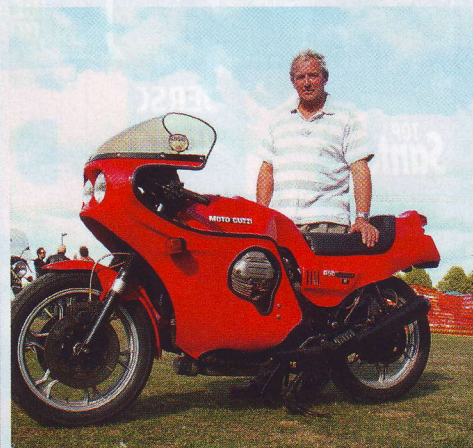
**What goes wrong?** Electrics.

**Maintenance?** I do it myself. The oil filter is a pain because it's in the sump.

**Most important modification?** Reshim the gearbox and it's a lot better.

**Aren't they uncomfortable?** 6000km in seven days. I think that is a 'no'.

**What's the appeal?** It's got the character of a Brit bike but goes faster, for longer and goes round corners better.



**Phil Stringer,**  
**1980 850cc Mark 2**

**How long have you owned it?** Since July 2005, 2500miles.

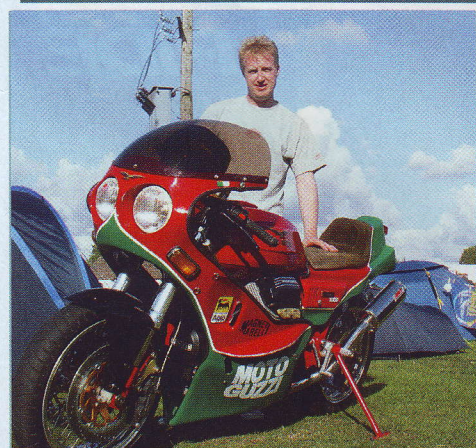
**What goes wrong?** The electrics.

**Maintenance?** It has a sump extension so I don't have trouble with the oil filter.

**Most important modification?** It has Sprint twin headlight fairing and Crossbow seat and tank unit.

**Aren't they uncomfortable?** I don't do more than a 100 miles a day, so no.

**What is the appeal?** Great handling, pulls like a train and puts a smile on my face.



**Richard Mathew, Hants**  
**1990 1000cc Mark 5**

**How long have you had it?** From new: 16 Years, 14,000 Miles.

**What goes wrong?** A bearing broke on the rear shock bracket.

**Maintenance?** I've made a monoshock conversion so to change the oil filter I have to remove the rear shock absorber which is bolted to the sump extension.

**Most important modification?** New Dyna electronic ignition system and coils.

**Aren't they uncomfortable?** Not so bad.

**What's the appeal?** An Italian V twin!



**Richard Cresswell, Kent**  
**70s-80s 1000cc outfit**

**How long have you owned this bike?** 10 years/ 21,000 miles as an outfit.

**What goes wrong?** In this mileage, not much! One starter relay. One oil feed pipe split at the same rally the following year.

**Maintenance?** I've had 30 Guzzis. They are well-engineered and easy to live with.

**Most important modification?** Would be easier to list what's not modified!

**Aren't they uncomfortable?** Not really.

**What's the appeal of the Le Mans?** How useable they are. And once smitten...

## FURTHER INFO

### CONTACTS

● **Motomecca** Parts supplier. Wimborne in Dorset, 01202 823453, email: enquiries@motomeccaspares.com

● **ReBoot Guzzi Spares** Secondhand spares. English guy working in La Bourtiere, France, 0033549 09 56 68

● **Corsa Italiana**, Parts and advice. London. 0208 5407155.

● **Teo Lamers Motorrijwielen**, new and used Guzzis and parts, Holland +31 24 3711111, email: guzzi@tlm.nl.

● **In Moto**, Croydon. Moto Guzzi, Aprilia, Moto Morini dealer. 0208 689 2341.

● **Moto Ecosse**, Scotland, 01292 266677, www.moto-ecosse.com.

● **Blackdragon Motor Cycles**, Yeovil, 01935 864167

● **Haywards**, Cambridge. Authorised Moto Guzzi dealer, 01223 276128.

### CLUBS

● **Moto Guzzi Club GB**. This club claims almost 3000 members Serena Powis, General Secretary; 01372 724681 Web: www.motoguzziclub.co.uk.

● **Yahoo Guzzi forum**. Sharing advice and tips on all Guzzis. http://autos.groups.yahoo.com/group/moto\_guzzi.