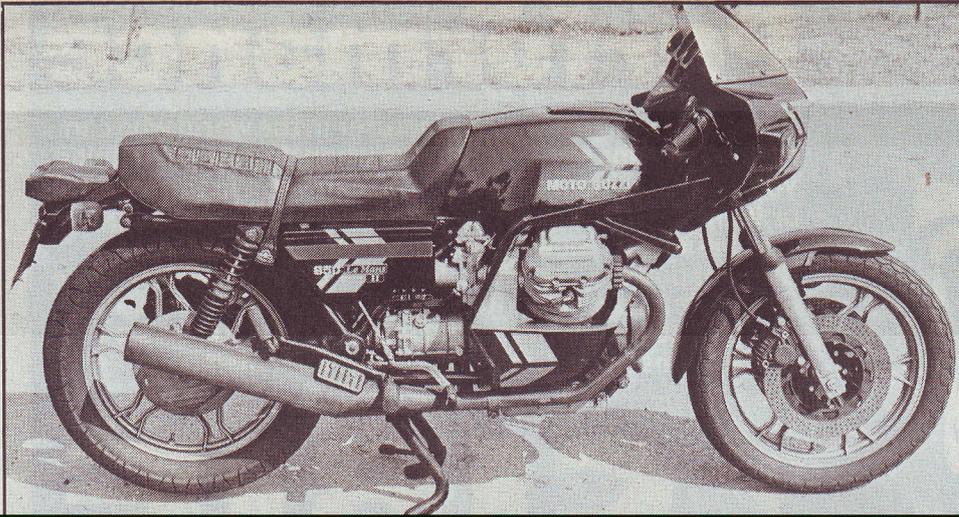




Moto Guzzi Le Mans Mk II

On test



Specification

PERFORMANCE

Maximum speed	120.04mph
SS ¼ mile	13.58/101.89mph
30mph top gear roll-on.....	15.09/79.16mph
Fuel consumption:	
Best	61.1mpg
Worst	31.6mpg
Average	45.4mpg
Claimed power output.....	72bhp @ 7,300rpm

ENGINE AND ELECTRICAL SYSTEMS

Type: 90 degree V twin	
Displacement	844cc
Bore x stroke.....	83 x 78mm
Compression ratio	10.2:1
Fuel system	two Dellorto UHF 36B(D)
Ignition.....	cb and coil
Lubrication	wet sump
Generator	280W alternator
Battery	12v 20A
Headlamp.....	12V 45/40W

TRANSMISSION

Twin driven plate dry clutch, five speed gearbox with final drive by shaft.	
Final reduction	4.714:1
Gearbox ratios: 2, 1.388, 1.047, 0.869, 0.750.	

CHASSIS

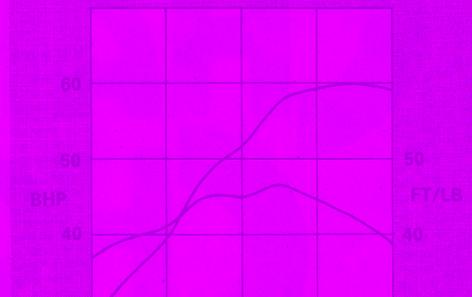
Overall width.....	24ins
Dry weight.....	431lbs
Fuel capacity.....	4.9gals
Oil capacity.....	3lts
LIST PRICE inc VAT and car tax.....	£2,999
Warranty: 12 months unlimited mileage.	
IMPORTER: Caburn & Hughes, 53/61 Park Street, Luton, Bedfordshire.	

TESTER'S VERDICT

Good points: whole machine built for high speed use.

Bad points: whole machine built for high speed use!

Performance..... good
Economy..... can be very good
Handling..... good, not brilliant
Comfort..... not built for town use
Equipment..... average
Value for money..... poor
Braking..... good



The unhappy TOWNIE

Le Mans in a series of tight roundabouts. A determined rider can certainly corner quickly, but then given enough effort, anything can be hustled round a bend.

Just after we booked this test of the Moto Guzzi Mk II, the Mk III was announced. This new model has several cosmetic changes, less fairing being one of them. The motor also pushes out more power, claiming something like 6bhp more than the Mk II. They aren't the changes I would have made. This bike would be much better at 1000cc which would improve tractability and offset the effect of the oversized valves and carbs making the machine much nicer to ride. The flywheel could also do with slimming down by a couple of tons! Spares 'n' Repairs at Watford do a big bore kit, but the flywheel is probably best left alone.

Well known to Guzzi enthusiasts is the linked braking system. One front disc and



Air caps on the forks are little more than a concession to current fashion. The tiniest amount of air alters the pressure in the legs dramatically, making accurate adjustment a tedious task.



The gearshift took some getting used to