

MOTO GUZZI 1000 SP

● WHERE DO THE EUROPEAN STREET BIKE companies stand after a decade of big-bore interference from the Oriental motor-cycling empire? BSA is history. Norton is gone and never will return as a major manufacturer. Triumph is the sole British survivor. MV Agusta hasn't built a motor-cycle for some time. Benelli, BMW, Ducati, Laverda, and Moto Guzzi have continued to refine their traditional designs. Laverda, Ducati and Benelli have even borrowed some components or ideas from the Japanese.

Meanwhile, Japan, Inc. rolls forward developing new and "better" products each and every year. Witness the GL 1000 and KZ1300, the Suzuki Rotary and the XS11. Oriental companies appear to change engine and chassis designs in the wink of an eye, but not the Europeans. Because the Japanese seem to bounce up the steps on an up-escalator, the Europeans by comparison appear to be almost stationary—though that's not true in every case. How do the older concepts work,

Take an age-old V-twin. Put it in a Sport frame, add modern electrics and styling. What do you get? An alluring sport-tourer.





100-52



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after a decade and more of design "stagnation," in comparison to the latest Japanese offerings?

Take the Moto Guzzi 1000 SP. It still looks like a Guzzi, although cosmetically it's progressively different. Sure, there's the V-twin engine that's been a recognized Guzzi trademark for well over a decade. But other than power train basics you'd be hard-pressed to find pieces from the old Moto Guzzi 700 Ambassador of 1965. The SP has a fairing, cast wheels, an injection-molded front fender, flat-black paint and a dizzying assortment of flashers and lights on the instrument panel. And it's nicely finished overall. The quality of painted surfaces is good except for the frame; it's rough and dull.

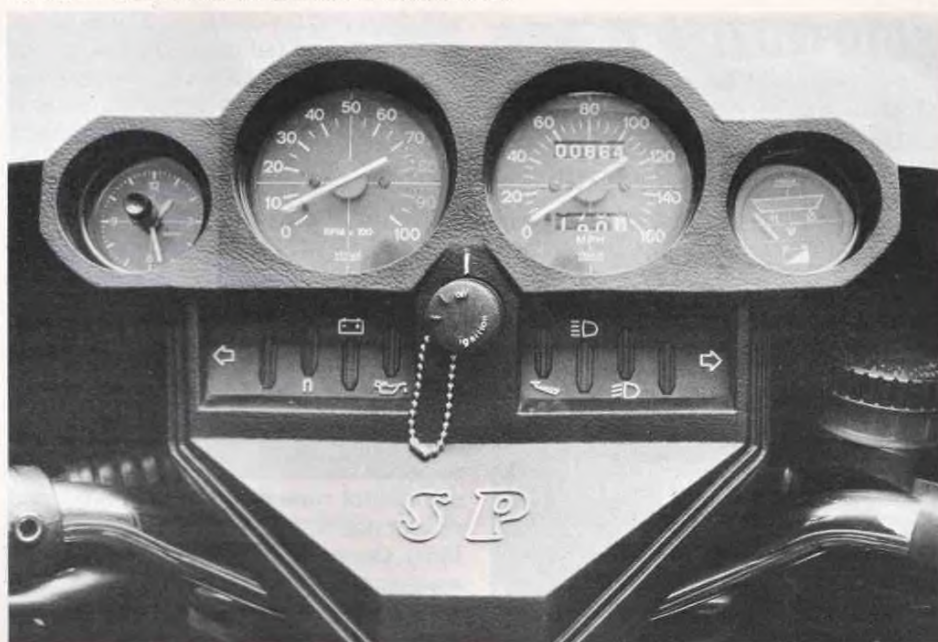
Climb aboard and rock the SP off its centerstand. The sprung weight settles on the suspension. The seat is 30.6 inches off the ground; you have the impression that you're not straddling a monster of a motorcycle, and that impression is correct. Despite an engine displacement of nearly one liter, the bike is compact. Brimming with fuel, it weighs 554 pounds, putting it out of the featherweight class but far short of 700-pound behemoths.

Take the controls. The seating position is sporting and natural. You lean forward to the low-rise handlebar. You don't straight-arm the bar in clip-on fashion; rather, your arms bend at the elbows, and wrists support a comfortable amount of torso weight. Turn on both gas taps, switch on the ignition key and press the starter button. The V-twin rocks to life, its hollow intake roar drowning out the exhaust note. You can flick off the choke almost at once.

When revved, the engine's torque reaction twitches the bike to the right. Drop the Guzzi silently into gear, let out the smooth, smooth clutch and you're off. Accelerating through the gears, you notice the engine's intake noise and power pulses. This torque pulsing is lateral, and not fully resolved into the chassis. The engine chugs noticeably side-to-side under heavy load, smooths out in a cruising mode, and disappears altogether during deceleration.

Gear changes are positive if you're deliberate with the shift lever. The engine's inertia and the drive-shaft torque reaction combine to cause the bike to leap up and forward when the rider drops the clutch home. Run the engine into its high-rpm range and you'll discover that the five-to-seven peakiness—characteristic of Moto Guzzi's old 750 Sport—is happily gone. The SP in its emission-approved form—with 30-millimeter square slide carburetors—has a broad, fluid powerband with no steep rises. The bike flows right along while the engine reaches for its yellow-lined 7000 rpm range. Redline comes up at 8000.

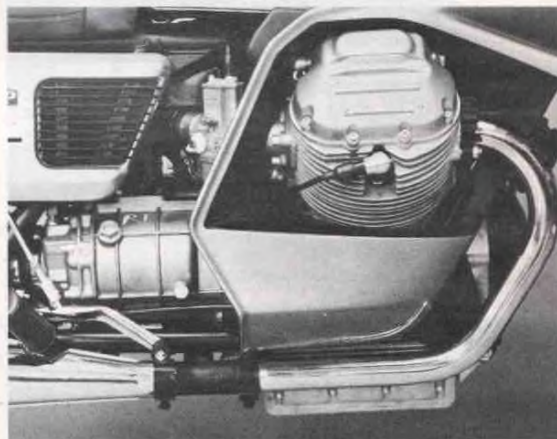
The Moto Guzzi engine is not exactly a



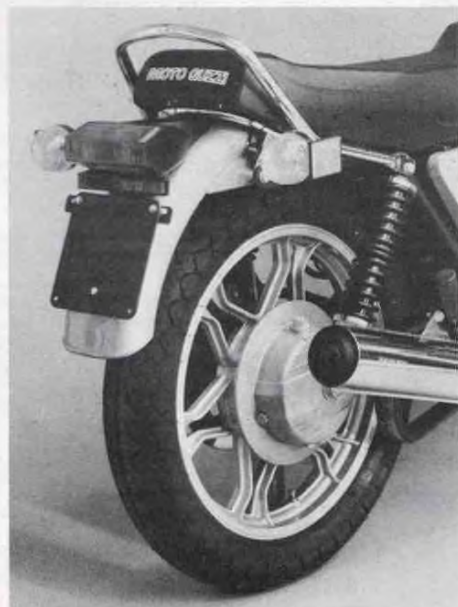
Pseudo-alligator skin dashboard houses a tach, optimistic speedo, exact clock, voltmeter and indicators.



A 100/90 H 18 Metzeler surrounds an alloy wheel, cast iron rotors, 5.6-inch-travel fork and Brembo calipers.



Not rain nor bugs nor cold can get past the matched fiberglass leg fairings. Flat black paint abounds.



Everything's angular—including the saddle, tail lamp, reflectors, wheel spokes and seamed mufflers.



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modern-day technical marvel. It has two cylinders, four valves, one camshaft, and won't turn 9500 rpm. On the other hand, the engine has no chains to adjust and no balancers to complicate the works. The unit is simple, smooth and understressed. The Moto Guzzi engine goes about its business

Removing the SP's pop-off sidecovers reveals great amounts of wiring. On the right: a master cylinder.



with unhurried nonchalance. It lopes along; there's none of that mechanical busyness with which Japanese multi-cylinder bikes proceed. The Guzzi's unhurried sounds belie the speeds at which you can cover ground.

The sounds may be relaxed—but your right wrist won't be. A strong hand is required to rotate the twist grip, and it must turn a considerable distance: almost half a revolution from start to finish. As the carburetor slides are pulled open their very strong springs compress, making it increasingly difficult to open the throttles. The square slide Dell'Ortos have used stiff slide springs since their introduction; this evidently permanent design feature really stands out now that almost every road cruiser has soft and easy twistgrip action. Moto Guzzi does not use any kind of mechanical counterbalancer in the throttle system, so your wrist gets no help outside a twistgrip friction-screw. This adjustable knurled cruise-control screw on the throttle drum housing binds against the drum and reduces the effort required by the rider to hold the throttle open. Nevertheless, thumb-screw technology deals with consequences—not causes. Guzzi should cure the problem at its source.

Lean the Guzzi into some corners. There's plenty of ground clearance, although you may first drag the footpegs and then the undercarriage if you're in a

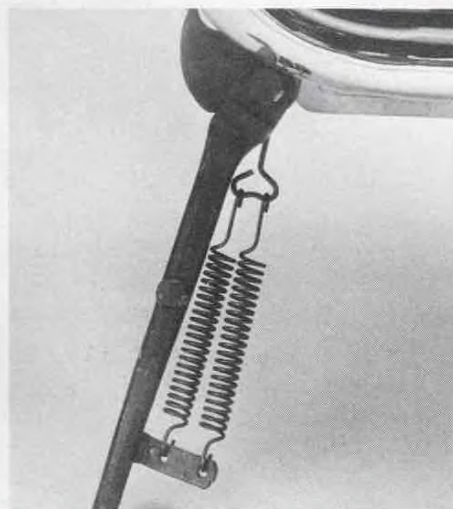
wander or track poorly in the turns but is precise and responds well to rider input.

This motorcycle transmits a different feeling to its rider than do many big Japanese road bikes. The seating position is lower, so you feel a part of the bike: you're riding *in* rather than *on* it. All the components work in harmony. You sense you're riding a complete unit rather than a col-

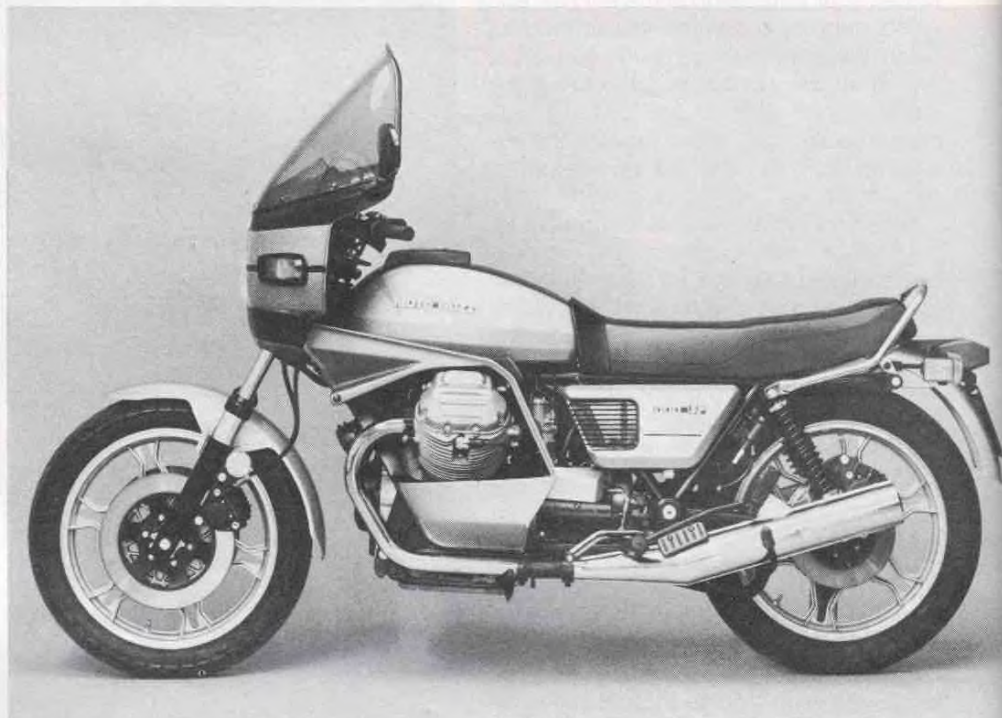
A trio of not-quites: small, floppy mirrors; turbulence-causing windscreens; so-so sealed beam light.



You can adjust the shift lever height by turning this threaded rod. Heel plate protects muffler.



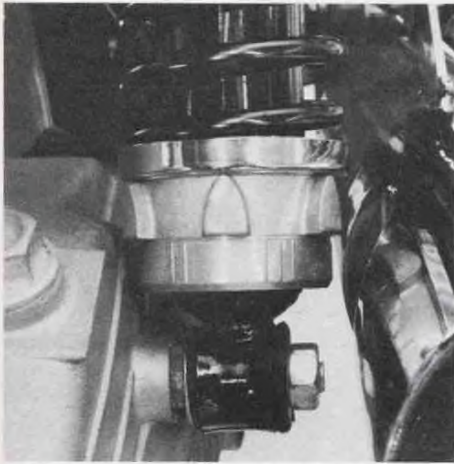
The basically inimical sidestand absolutely swings out of the way as soon as weight's taken off of it.



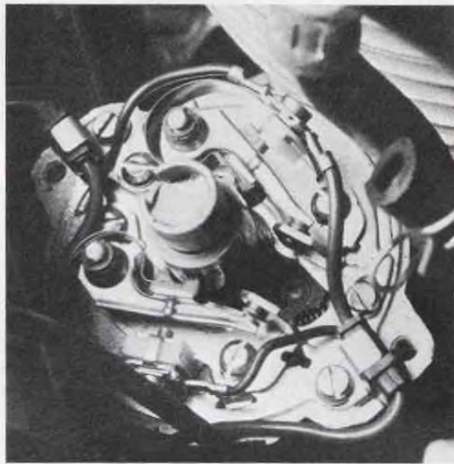
big hurry. A light-duty hydraulic steering damper is fitted to cut down certain front-end oscillations, but the SP doesn't need one. *Throw the 1000 into some corners.* The firm suspension holds it stable. The low center of gravity, excellent steering geometry and good cornering clearance help make the Guzzi a real friend. Left-right-left-right corner combinations are directly in its line of work. The M-G doesn't

lection of pieces that happen to be bolted together. The firm suspension conveys details of the road surface, so the rider maintains contact with the tires.

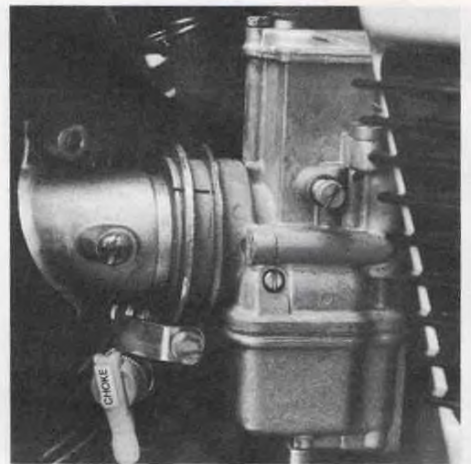
The Pirelli MT18 tires hold nicely and offer good road feel. These tires, 100/90 H front and 110/90 H rear, have an excellent reputation—they are used frequently in box-stock or production racing classes which do not permit racing tires. The



Cast-aluminum shock spring adjusters are pretty, but hard to reach and difficult to turn with stock tool.



Servicing the Marelli distributor's dual-ignition contacts requires removal of the Guzzi's gas tank.



One of two three-way fuel taps; an intake manifold plug; a choke lever; a square-slide Dell'Orto carb.

MT18 tire has harder rubber in its center and a softer compound on the sidewall, producing longer straight-up mileage than would be otherwise possible while putting a big, soft footprint on the road in a cornering attitude. The Pirellis are much stickier than the Metzlers found on some earlier Guzzis.

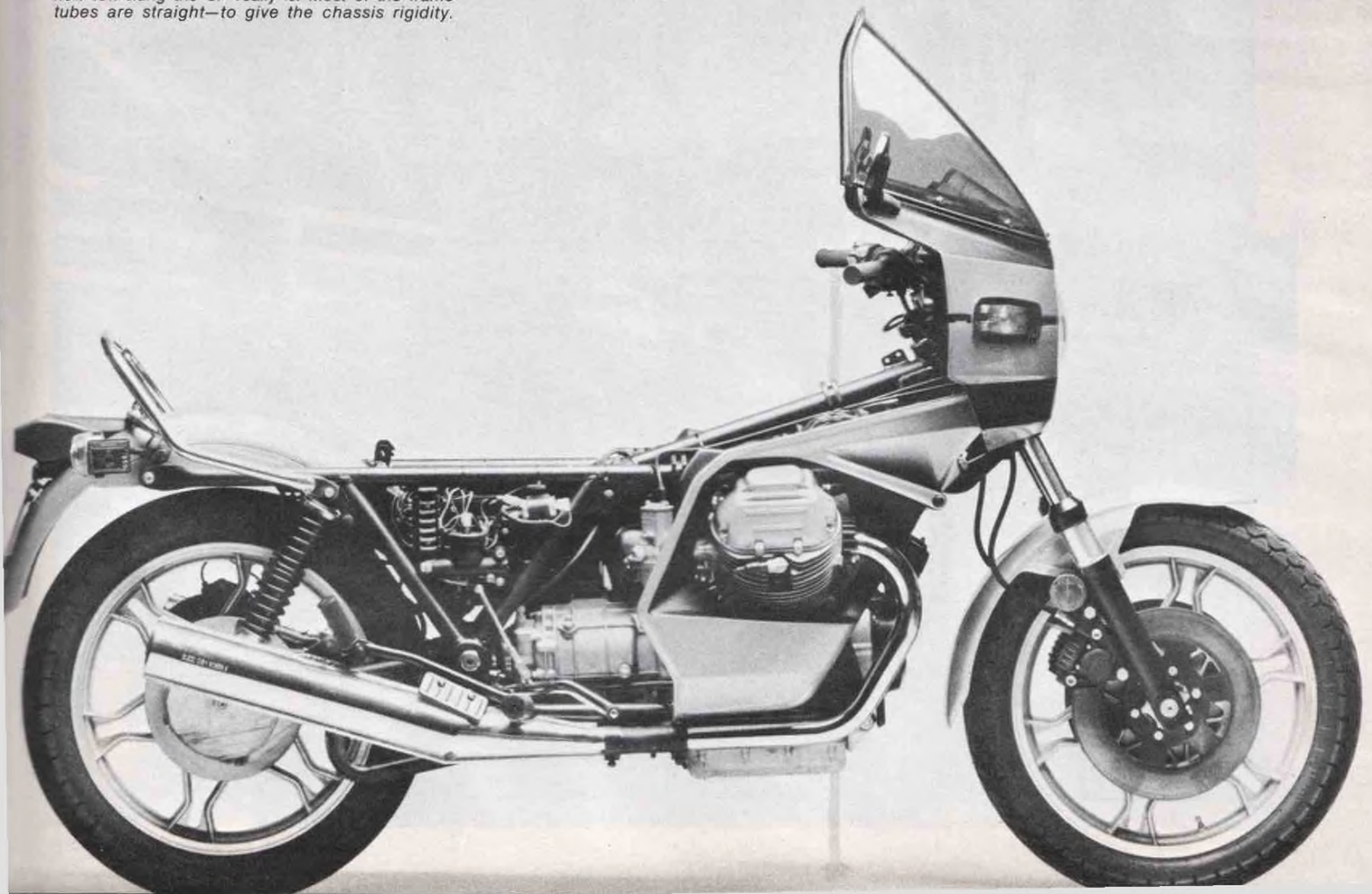
This Guzzi is not going to test the outer speed limits of the MT18s, which are rated for a sustained 130 mph. It doesn't have the horsepower or the buzz-saw power pulses of a big four. The 90-degree Italian twin fires in a staggered boom-boom-pooka-pooka fashion, whereas a big four presses the rear tire without interruption.

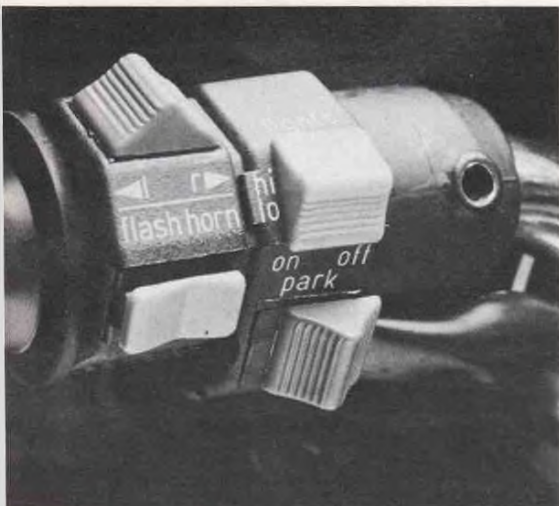
The seating position is right for cornering; you don't need to move all over the saddle. Stay directly in the center and you'll be fine. The high, unusually mounted footpegs give your feet plenty of clearance in the turns. Rotating the shocks' preload cams and compressing the springs will give the SP more ground clearance and somewhat reduce the distance the rear suspension compresses when the rider rolls off the throttle. The 1000 doesn't make you apprehensive if you open or shut the throttle in a corner, as do many shaft-driven bikes. The firm suspension limits this movement; the bike does not generate unsettling shifts in cor-

nering attitudes.

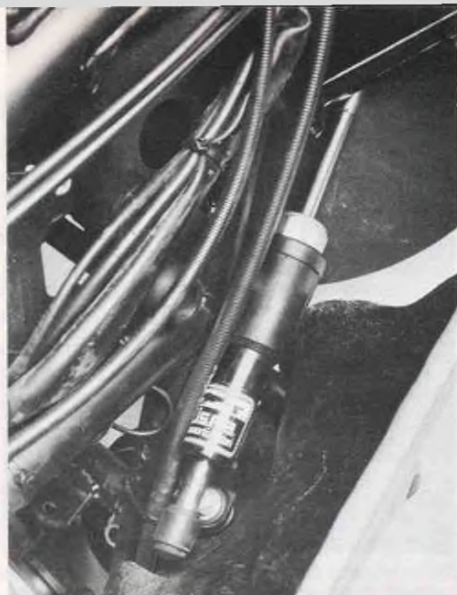
All Moto Guzzis have the patented "Integral Braking System." The hand brake lever works only the right-front disc caliper, and the foot pedal activates the rear caliper and the left-front caliper. The foot-brake lever is linked to a sort of proportioning valve that controls the braking force exerted at the front and rear discs. The proportioning action is always constant; as you brake harder and the total braking force rises within the integrated system, the valve does not shift an increasing proportion of the braking pressure to the front disc and drop the pressure relatively at the rear disc. The

With the seat and tank removed, it becomes evident how low-slung the SP really is. Most of the frame tubes are straight—to give the chassis rigidity.

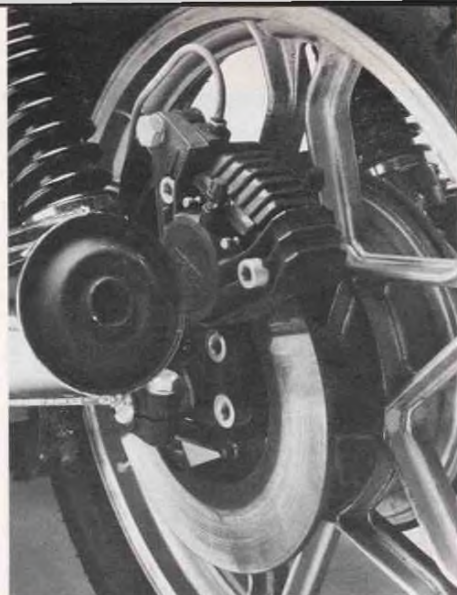




Horn button and all lighting switches are somewhat inconveniently located on the left handlebar end.



It's the old hydraulic-steering-damper-beneath-the-gas-tank trick; but the Motor Guzzi doesn't need it.



Since the manual-gearbox SP doesn't need a parking brake, this Convert Automatic bracket goes unused.

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safety system works well; extreme pedal pressure is required to slide the rear tire along the pavement, and the rear tire will break traction before the front. In fact, we couldn't skid the front tire at all by using just the foot system.

It's tempting to ignore the front brake lever completely, so effortless are "rear" pedal stops. In tight traffic situations it's nice to be able to use your right hand for controlling the throttle grip and delegate the braking chores to your right foot. When using the right-front caliper, the

handlebar assembly twists to the left. When using the left-front, it twists to the right. Though initially alarming, this phenomenon appears to be harmless.

The SP only displays two other handling quirks. In the low hundred-and-teen mph speed range it starts a straight-line wallow, just enough to make you tighten your grip on the handlebar. And while being vigorously braked and downshifted, the back end gets a little squirrely and uncertain. The speed wobble may be a result of drive-line forces; several other shaft-driven bikes exhibit this high-speed phenomenon. The braking instability can

be from a combination of the above and steering sensitivity caused by weight transfer and the accompanying rake and trail alterations.

Both frontal and leg fairings are standard on the 1000 SP. The frontal windcuter is smaller than a traditional touring fairing but still breaks air for the rider. All but exceptionally short riders look over the windscreen, not through it. Guzzi designed the windscreen with an upturned trailing edge, and this ducktail causes turbulence around the rider's head. If you tuck down or sit up a bit you can move your head almost completely out of the

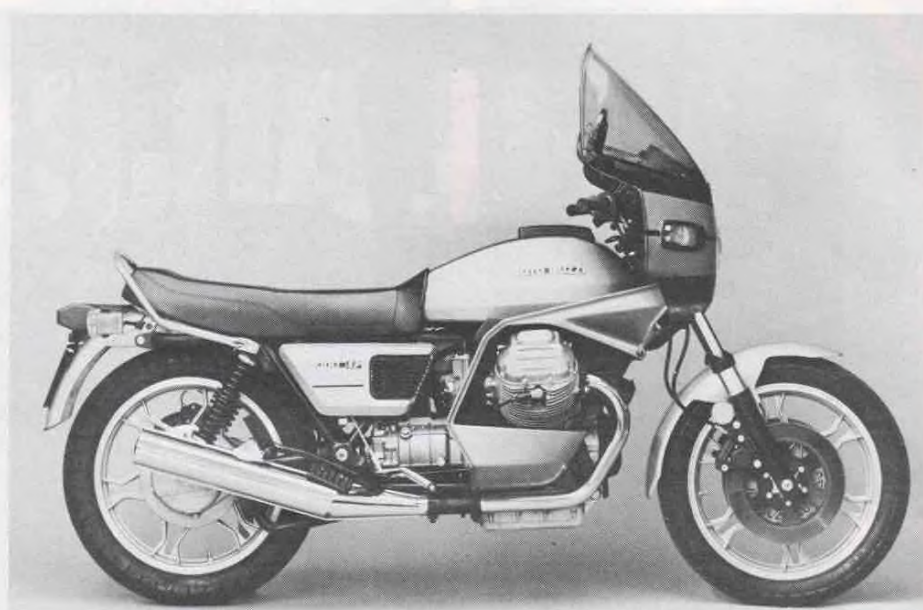


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buffeting. The fairing wraps around to the sides enough to cover the rider's hands, a terrific feature on cold or rainy days.

If you're about five-nine or taller, your knees will bump against rubber blocks intended to keep your knees off the back-sides of the cylinder heads. On the SP these kneepads mount to the leg fairings. On long rides you might find a need to shift positions, but there really isn't anywhere to shift to on the SP. Putting your feet on the rear pegs will still get you bumped knees, and the rear pegs are even higher than the front ones. The knee problem is something that Guzzi has solved as well as it can without a major redesign of the whole motorcycle or some of its major components. Any buyer should consider personal fit and feel on a motorcycle; this is especially true of the Moto Guzzi 1000 SP. We're told Guzzi is installing smaller kneepads, re-positioned footpegs and a slightly-higher handlebar on later-production SPs.

Thinly-padded as it seems, the seat won't be much of a bother. It's comfort-



able, and the suspension does such a good job of intercepting road bumps that there won't be many excuses for stopping. There's no objectionable vibration at cruising speeds.

Most riders will find they can ride the

1000 SP non-stop for well in excess of 200 miles. The Moto Guzzi averaged 39.0 miles per gallon during our test, so its 6.6-gallon steel tank will supply it with fuel for about 257 miles, including the one-gallon reserve.

Make and model Moto Guzzi 1000 SP
Price, suggested retail \$3995

PERFORMANCE

Standing start 1/4-mile 14.29 sec. @ 91.00 mph
Engine rpm @ 60 mph, top gear 3558
Average fuel consumption rate 16.6 km/l (39.0 mpg)
Cruising range, main/reserve 348.6/66.4 km
..... (214.5/42.9 miles)

Load capacity (GVWR less curb weight) 166.0 kg (366 lbs.)
Maximum speed in gears @ engine redline (1) 50.6,
..... (2) 72.9, (3) 96.6, (4) 116.4, (5) 134.8

ENGINE

Type Four-stroke, OHV pushrod 90° V-twin
Bore and stroke 88.0 x 78.0mm (3.46 x 3.07 in.)
Piston displacement 948.8cc (57.9 cu. in.)
Compression ratio 9.2:1
Carburetion (2) 30mm square-slide Dell'Orto
Exhaust system Twin-pipe, twin-muffler
..... with connecting crossover pipe
Ignition Battery and coil
Air filtration Dry paper
Oil filtration Metal screen and disposable paper element
Oil capacity (engine) 3 liters (3.2 qts.)
Oil capacity (gearbox) 0.75 liters (0.79 qts.)

TRANSMISSION

Type Five-speed, constant mesh
Primary drive Straight-cut gears, 17/21, 1.24:1
Final drive Shaft and helical-bevel gears, 7/33, 4.71:1
Gear ratios, overall (1) 11.64, (2) 8.08, (3) 6.10,
..... (4) 5.06, (5) 4.37

CHASSIS

Type Dual-downtube, full cradle

Wheelbase 1470mm (58.0 in.)
Brake, front Hydraulic, two 300mm (11.81 in.)
discs with dual-piston calipers
rear Hydraulic, one 242mm (9.53 in.)
disc with dual-piston caliper
Wheel, front Cast, 12-spoke, 2.15 x 18 in.
rear Cast, 12-spoke, 2.15 x 18 in.
Tire, front 100/90 H 18 Pirelli MT 18
rear 110/90 H 18 Pirelli Mt 18
Seat height 778mm (30.6 in.)
Ground clearance 184mm (7.3 in.)
Fuel capacity, main/reserve 21.0/4.0 liters (5.5/1.1 gal.)
Curb weight, full tank 251.2 kg (554 lbs.)
Test weight 327.4 kg (722 lbs.)

ELECTRICAL

Power source Alternator, 200 watts
Charge control Voltage regulator
Headlight beams, high/low 45/40 watts
Tail/stop lights Twin bulbs, 5/21 watts
Battery 12V 32AH

INSTRUMENTS

Includes Tachometer, speedometer, odometer
tripmeter, clock, voltmeter. Indicators
for turn signals, neutral, battery,
oil, brake fluid, high beam, lights.
Speedometer error, 30 mph indicated, actual 26.50
60 mph indicated, actual 54.61

CUSTOMER SERVICE CONTACT

Customer Service Department
Premier Motor Corp.
Hasbrouck Heights, N.J. 07604
(201) 288-9696

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Twin Dell'Ortos feed the 88.0 x 78.0mm bore and stroke engine, which opens its valves through pushrods and rocker arms. Fresh air is supplied through a dry paper filter. The SP has a blow-by tube that vents crankcase fumes into the intake air box, which in turn has a drip-line for letting out the condensed oil vapor. We're happy to see that Guzzi at last is fitting a real air filtration system. In years past not all touring Guzzis had air filters; ones built on the old 750 Ambassador V850 Eldorado chassis had filters, but the Guzzi for *Cycle's* Touring test (Aug. '75) had the late-style "Sport" chassis. There the carburetor bells opened into an empty rubber boot that almost touched the crankcases in the area between the carbs. The SP utilizes the same space, but now there's a filter. It's a Good Thing, too—the Guzzi has chrome-plated aluminum bores.

A dual-point distributor is driven by the camshaft, and it is virtually impossible to reach without removing the gas tank. With a calculated compression ratio of 9.2:1, the Guzzi runs happily on premium and

some regular gasolines.

The 90-degree V-twin's connecting rods share a common crankshaft throw and ride on plain bearings. Housed at the

front of the crankcases is the Guzzi's 200-watt alternator. Both its housing and the oil sump cover are finned, cast aluminum.

(Continued on page 216)



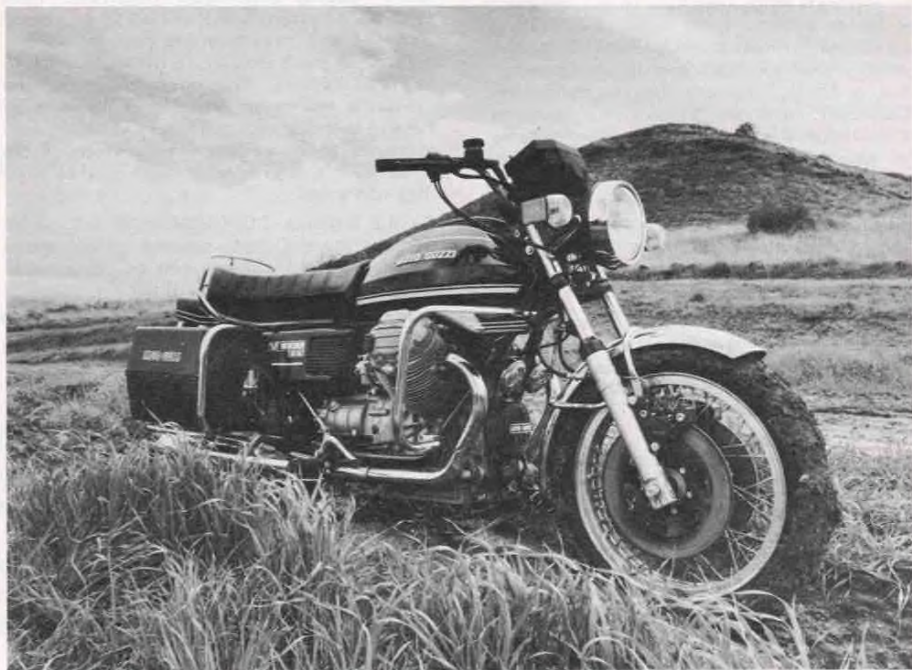
MOTO GUZZI V1000G5: Sheep In Sheep's Clothing

• When is a 1000 SP not a 1000 SP? Well, for starters, when it's a Moto Guzzi V 1000 G5. This tag identifies the touring version, pure and simple, of the one-liter pushrod V-twin. The SP and G5 are virtual mechanical twins, dressed differently. Both models have the same engine, transmission and drive-train components. And you'll find that both the road-sports and pure-touring Guzzis have identical frames, except for minor variations in mounting bracketry for ignition coils, etc.

Ditto for the front fork. Though the G5 hangs its calipers out front and the SP 1000 has trailing units, the fork leg castings are the same. Perhaps Moto Guzzi wanted to make the two bikes as different as possible. There are two curious things about this leg reversal: On the SP, the fork oil drain plugs are situated at the leading edges of the fork legs, making drainage a messy chore. The GS's rearward-facing drain-holes are handier. And the G5's handbrake lever activates its left, not right-front caliper.

The G5's front fork felt softer than the SP's so we suspect the G5 has softer springs. One thing is for sure: the G5 porpoised over rough roads at high speeds, while the SP didn't suffer a similar loss of composure. The SP and G5 shocks appear identical, but the G5 has softer primary spring windings.

Once you get beyond the hardcore mechanicals, the G5 and the 1000 SP really go their separate ways. Wire spokes and alloy rims grace the G5, and the SP has fancy cast alloy wheels. You might expect the G5 tourer to have ultra-



high-mileage hard-rubber tires, but happily Moto Guzzi has mounted the same excellent H-rated MT18 Pirellis on both.

The rider assumes a far different riding position on the G5. Its higher handlebar positions the rider's torso in a more upright attitude, and the vertical distance between the top of the saddle and the footpegs is five inches greater. The touring-version never asks the rider to fold his legs back in deep-knee-bend fashion, and riders with 30-inch inseams or over-30 joints will appreciate that fact. Furthermore, the G5 footpegs, relative to their placement on the frame, are

three full inches forward of the SP pegs. The G5 footpegs will ground more easily than those on the SP because the tourer's pegs are two inches lower.

Tall staffers thought the seat was high up relative to the handlebars, making them feel as if they were riding high atop the bike and reaching down for the bars. On the positive side, there's no knee-fouling the skimpily-padded cylinder heads.

The softer touring seat is more spacious, elaborate and deeply padded than the perch found on the SP. The G5

(Continued on page 232)

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Dragon's Motorcycle Co.

MOTO GUZZI SP ...Continued from page 212

The alternator is shrouded in front by a plastic cover. Three quarts of engine oil are filtered by a screen and paper filter. These are mounted *inside* the sump; to change them you must remove 14 bolts.

From the rear end of the crankshaft, power is transmitted through a two-plate dry clutch and into the transmission which turns on ball, roller and needle bearings. The overall ratios are widely spaced, taking advantage of the engine's broad powerband. At an actual 60 miles per hour in top gear, the 1000 is only turning 3845 rpm. For additional driveline smoothness and longevity, a spring-ramp push-drive mechanism is mounted on the nose of a power takeoff shaft, which cogs into the transmission's output gear.

Occasionally our test bike's gear selector mechanism did not re-engage directly after a downshift; subsequently the *next* downshift could not be made until the lever and mechanism were re-indexed by foot. The separately lubricated gearbox shifts most smoothly if the engine and gearshaft speeds are matched. We missed no shifts during our test, although neutrals can be found next to every gear.

The center-axle telescopic front fork has internal springs and is oil-damped. Even though firmly calibrated, the front fork offers excellent ride quality except over stretches of very rough pavement, where all its 5.6-inch travel is used up. The rear shock absorbers' three-way preload is adjustable, although not conveniently so. It's best to gain access room by settling the SP on its suspension before turning the adjusting rings; otherwise, the mufflers get in the way. The shocks' damping and springing match up nicely with the front forks'. They allow the rear axle to move 3.8 inches.

Identical 12-spoke, 2.15 x 18-inch cast alloy wheels are used at both ends of the 1000 SP. The discs bolt directly to the wheels. All three brake rotors are cast iron; they rust with a whisper of moisture. Although a few brake applications will scrape off the minor oxidation, you'll see traces of rust in those areas not wiped by the pads. Stainless steel discs may be niftier looking but cast iron rotors offer a superior coefficient of friction, radiate heat better and resist squeaking.

The Guzzi has a large array of instruments and indicator lights. Included are a speedometer, odometer, tripmeter, tachometer, voltmeter and clock. The clock is an electric quartz unit and keeps accurate time. Indicator lights warn the operator of flashing turn signals, neutral, generator failure, low oil pressure, low brake fluid level in the rear/front master cylinder, high beam and running lights. The rider is always forewarned, if not always aware of the message.

The warning lights are hard to discern in bright daylight but easily seen at night. The turn signal indicators are a bit of a paradox. In daylight, the rider may need

be a long-legged spider to reach around the left cylinder and exhaust pipe for the stand while astride the bike. There is no convenient tab to pry the stand down with, and you can accidentally knock the bike into gear while struggling with the stand, because it's close to the shift lever. Fortunately, it's spring-loaded, so you can't ride away with it down. But you also have to hold it in place until the bike is leaned far over to the left and rests on the stand. It's an uncomfortable maneuver for the rider. Consequently, it's easier to dismount and then use the sidestand.

The centerstand is, as Guzzi claims, an

"easy-up" proposition, and despite the fact that it has a narrow stance, does a good job of holding the bike upright.

We had few problems with the SP during its test. It started easily, hot or cold, and warmed quickly. The gear indexing difficulty may have been peculiar to our test bike; in any case a corrective adjustment could be made. The steady march of time, use and accumulating mileage could well hone a couple of slightly mismatched parts together and produce flawless shifting. The fork seals wept slightly, but never actually dripped.

Moto Guzzi is attempting to fill the gap between their single purpose (and tem-

porarily out-of-production) Le Mans super-sports motorcycle and the G5 tourer. We think the 1000 SP bridges this space nicely. It's neither an ultimate tourer nor an ultimate road rocket. It won't bear you in armchair comfort across the country or light up the rear tire and do spectacular wheelies. But it is a delight to ride, and combines the two mediums pretty well while retaining few weaknesses of either. The SP handily fills the "sport tourer" category.

Just as important, the Moto Guzzi stands on its own as a motorcycle in the world of Oriental Expresses. This Italian V-Twin isn't remarkably cheap or incredibly quiet. Nor will it make anyone's "Best Buy" list—if by that one means the most road performance for the least amount of money. On the other hand, the 1000 SP isn't a motorcycle for crackpot extremists who enjoy the bizarre, exotic and absurd. It is distinctive, mechanically simple, innovative in many details, and reasonably comfortable for average-sized riders. Ridden briskly, the bike handles with a predictable stability that many riders will find friendly and reassuring. Today's Moto Guzzi is grown up in that it does not suffer those quirks (from gas-tank-embedded flies to mystery electrics to open carburetors) which so endeared traditional Italian motorcycles to their partisans and infuriated their detractors. And in that way the traditional Guzzi has become a contemporary motorcycle. Japanese Modern the 1000 SP isn't. Many will lament that. But it isn't Japanese Common either. ●

The Duct Tapes ...Continued from page 20
rotate completely around your waist? Have you ever ridden two miles dragging your brakes to dry them, then hit another deep water crossing? Have you ever got a Velcro collar tab caught in your beard? Have you ever tried to describe a good ride in mixed company?

Have you ever tasted anything better than a cold glass of water? Have you ever drop-kicked a cold meat ball sandwich? Have you ever tried to make up time on a gravel road and overshot a turn by 220 yards? Have you ever got in your van after a hundred-mile event and tried to drop your leg on the next left turn? Have you ever ridden on the same number with three other guys, and you all had the same first name? Have you ever re-run an entire eighty-mile event in your sleep? Have you ever needed help getting your wallet out of your pocket? Have you ever had to lean out the side to avoid the mud flying from your front tire? Have you ever wondered if all the have-you-ers really happen?
—Ed Hertfelder

Halleluja! Hertfelder has finally organized his Duct Tapes columns in one easy-to-find place. For a measly \$2.00, he'll send you, post-paid, all Duct Tapes columns published in 1977 and 1978. Write to Ed at (or in) Box 1131, Haddonfield, New Jersey 08033. Have you ever had a chance to invest \$2.00 wisely—and blown it? CYCLE

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MOTO GUZZI G5 ...Continued from page 212
 seat does not develop a pocket which sinks the rider into only one saddle position that in turn dictates a single riding position. The rider can move slightly forward or backward in the saddle, thus giving his arms and legs alternative positions. This capability can add tireless miles to any long riding day.

The G5 rider looks out on an instrument panel that's dominated by a huge speedometer framed by a light-orchestra of warning lamps. The tachometer is relegated to a low-lying position in the instrument/light/switch pod and its drive cable actually goes through the hollow steering stem.

The G5's oblong instrument lights are just as hard to see as the SP's, and the dashboard has a couple of additions. First, there's an accessory on/off switch that can control auxiliary power to everything from a CB radio to driving lights. Furthermore, the G5 has a green warning lamp which flashes when the sidestand is down. But you're not likely to dash off with it down, because there's a stand-activated kill switch. The "Park" winker simply tells you why the engine won't start!

The sidestand has another interesting feature. When swung out into its park position, its pivoting stem settles into a locking channel when the bike is leaned over. This locking feature allows the

rider to park the G5 facing slightly downhill. Without the lock-down, the motorcycle might roll forward and off its stand. When the rider pulls the bike off the side stand, the spring-loaded pivoting stem returns to its swing-axis, permitting the stand to be retracted. Neat.

Should the G5 ever belly-flop, it will roll over on its front and rear safety bars. To a certain extent the front loop—which forms mounting points for the diveplanes—protects the protruding cylinders. Without this protection a falling V-twin Guzzi may scuff up its rocker-box covers, ruin its spark plugs and caps and break cylinder fins. The rear safety bars shield the injection-molded saddlebags. While there's no crash-protection here, the bars do prevent the bags from being nicked, scratched or otherwise damaged when maneuvering the bike through tight doorways, etc. And they provide convenient handholds for pulling the bike onto its centerstand.

The bags themselves open diagonally out from the top. Internally, they're 11 inches deep, 6.5 inches wide and 15.5 inches long. The lids have rubber weather-proofing seals; but unfortunately water can still work its way inside. The permanently-affixed bags have skimpy roll-over clasps which pivot on their inside edges. They're clever latches but not necessarily applicable to motorcycle bags. If left unlocked (and

the ignition-key locks are light-duty), sometimes the bag lids fly open allowing anything loose inside to escape. The saddlebags make it impossible to use the SP type of upswept mufflers, so the G5 has straight-back silencers.

Although Moto Guzzi continues to refine its pushrod V-twin, often these refinements are limited by locked-in design features. For example, the air filter housing is a shoe-horn fit. The chamber lies inside the main frame rails and above the engine. Obviously, when the original Moto Guzzi Sport chassis was designed, no one planned to locate a filter unit in this area; in fact, it was years before this frame accepted an air filter at all.

In many ways, the G5 hits a tougher marketplace than the SP. The road-sports SP model is very special because the Japanese don't build quasi-exotic, high-style sports roadsters with weather protection. On the other hand, the G5 meets a lot of shaft-driven competition in the old touring-bike parking lot. What the Guzzi G5 offers is reasonably compliant suspension (though not the best in touring), a very comfortable saddle, a restful riding position, a trick braking system, a very relaxed-sounding engine at highway cruising speeds and the apparent simplicity of two cylinders. If that's not enough for your touring pleasure, start looking elsewhere. ●

AIR FILTER TALK



Q. What is the function of an Air Filter?

A. Basically, the primary function of an air filter is to remove engine damaging dust and dirt from the air before they can destroy your engine's valves, cylinder walls and bearings.

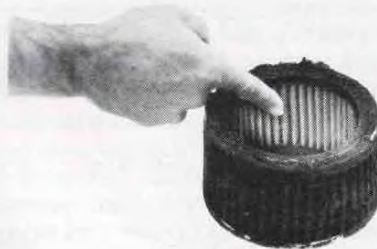
Q. Can an Air Filter actually help the performance of my engine?

A. Absolutely! You see, an engine's power output is proportional to the *rate* at which it can induce air into the cylinders, and the torque output is proportional to the *amount* drawn into the cylinders on each induction stroke. So, if the filter is clogged, or restrictive by design, it greatly affects the *rate* and *amount* of air entering the combustion chambers.

Q. Is there a filter that gives both maximum airflow and protective filtration?

A. You bet! K & N Gauze Filters. K & N's have a special filtering element made up of multi-layers of high-quality surgical cotton gauze, sandwiched between 2 layers of special wire mesh with bonded, pliable plastisol rubber-like ends (Like foam, K & N's must be treated with oil before use.) If you looked through a microscope at a K & N Filter element, you'd

see countless oil-saturated hairs extending in all directions from each strand of the cotton gauze. And because cotton is a most absorbent, oil-retaining material, it holds and prevents the oil and dirt from getting sucked into the engine. Space remains around these trapped dirt particles, allowing clean air to flow freely into the engine. Due to K & N's special accordion-folded design, which exposes a large area for catching and holding engine damaging dirt particles, it could have an extremely thick layer of dust and dirt on the *outside* of the filter, and still not reduce an engine's HP significantly below that of a standard, clean filter.



This may be hard to believe, but it's been proven time and time again by off-road winners and air-flow bench tests.

Q. Specifically, how does my engine benefit from all this?

A. There's a long list of benefits, but the most important are increased fuel economy, more horsepower and greater spark plug and engine life; plus smoother engine operation and

lower maintenance costs. Also, moisture and crankcase oil blow-by won't hamper the K & N's filtering operation.

Q. Sounds pretty good. But doesn't a filter like that cost quite a bit and won't I have to change it often, like others?

A. K & N Filters do cost slightly more than others, but they're built to last (under normal street use) many thousands of miles, *practically without any attention!*

Q. OK, I'm sold. Now, where can I get a K & N Air Filter for my motorcycle?

A. K & N Air Filters are sold by most leading automotive and motorcycle accessory dealers nationwide. But, if you can't find a local K & N dealer, write or call K & N. Or send \$2.00 to K & N Engineering for your K & N Air Filter Catalogue. (Please specify "Motorcycle Catalogue," or "Automotive Catalogue.") It shows complete specifications, part numbers and prices for K & N Air Filters and Accessories for your car, truck, motorcycle or off-road vehicle.



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