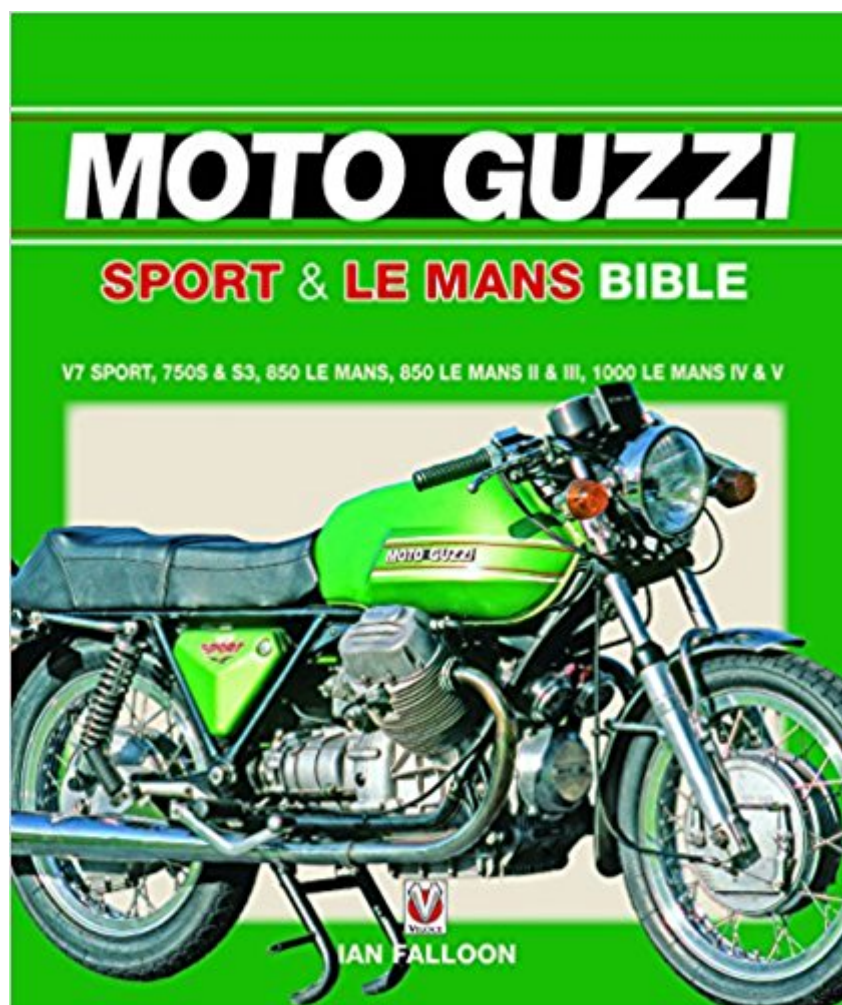




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The Moto Guzzi Sport & Le Mans Bible



Synopsis

The Moto Guzzi Sport & Le Mans Bible celebrates the iconic Moto Guzzi V7 Sport and Le Mans sporting motorcycles of the 1970s and 1980s. It tells the story of these classic bikes, which were among the first Superbikes to combine Italian style, handling, and performance. After struggling to survive during the 1960s, Lino Tonti was given the opportunity to create the V7 Sport Telaio Rosso, in 1971. It was so successful that Moto Guzzi shifted to specialize in building sporting motorcycles. Covering all models produced from 1971 to 1993 (V7 Sport, 750S, 750S3, 850 Le Mans, 850 Le Mans II, 850 Le Mans III, 1000 Le Mans IV, 1000 Le Mans V), descriptions of model development year by year, full production data, and 160 photos, this is the essential Bible for all enthusiasts.

Book Information

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Customer Reviews

Falloon and published by Veloce whose quality motorcycle list continues to grow at a very respectable pace. By the end of the book you really do feel that you know every nut and bolt of these models as well as everything there is to know about them.' This will please the owner as will the excellent technical information at the rear. Priced at GBP29.99, like the others, it easily justifies its price by being a quality publication in both look and feel, as well as content.- Ian Kerr for inter-bike.co.uk, 2008; Author Falloon, in his intro, describes Guzzis as being just as beautiful at rest as they are on the move. It's a great read if you're really into Guzzis. Rating: 5 stars lotsa Guzzi,

well done.- Motorcycle Trader, November 2007; Covering all the Tonti framed Sports bikes... copies of the 2007 first edition are currently being sold on eBay for \$250! Written by Australian author Ian Falloon, and featuring a lot of Australian sourced photos. This book is highly recommended.- Guzzi Parlance.

One of the world's foremost motorcycle historians, Ian Falloon is the author of more than forty books on motorcycles. His titles include The Ducati 750 Bible, Ducati 900 Bible, The Moto Guzzi Story, Honda Story, Kawasaki Story, BMW Story, The Book of MV Agusta Fours, Moto Guzzi Sport Bible and Laverda Twin and Triple Bible. He has a small collection of classic sporting motorcycles, including a 1974 Ducati 750 Super Sport that he has owned since 1976. A contributor to a number of motorcycle magazines around the world, Ian Falloon was born in New Zealand but currently lives in Australia with his wife Miriam, and sons Ben and Tim.

This work is a well-written, fairly comprehensive overview of the classic Moto Guzzi big-block sport models. As such, it can seem a little dry & technical at times, due to its focus on only specific models within the range of Guzzi models offered over a 20 year span of time. For the reader searching for a broader coverage of Moto Guzzi's model history, author Ian Falloon's other title - The Moto Guzzi Story: Racing and Production Models From 1921 to the Present Day - tho' becoming dated by virtue of its late '90s copyright, would be a better choice. However, for aficionados of the Tonti-framed sporting Guzzi, this book is a must! Despite the sort of occasional typos that are common to any 1st printing, the overall quality of the book and the obviously extensive research behind it are evident. I strongly recommend it as an addition to Greg Field's - Moto Guzzi Big Twins - for any Moto Guzzi fan's bookshelf. The nature of the two books is complementary: Greg's book truly spends most of its time focusing on the later 80s & 90s developments by Dr. John Wittner & others leading to the Guzzi big blocks of today, while most of the focus of Ian's book is in the early development period at the end of the 60s & thru the 70s, w/ just model change details for the later 80s & end-of-line 90s models. And of course, there is duplicate material shared by both, since they must perforce cover the same history where the periods & models overlap. For any real Guzzi fan, neither alone will be enough, while both together are enough that anything else, esp. the Mick Walker books plagued by their factual faults, may prove unnecessary. [NB: Mick's books do have some great historical photographs, many of which I haven't seen anywhere else; but I have found his factual data is often not to be trusted.]

I rode a Moto Guzzi Ambassador for 20 years. I had always wanted a Lemans III. So I bought one. Then I bought a Lemans 1000. And then a Lemans I. I miss the Lemans III the most when I'm not on it. Anyway-So when this book came out this year I had to have it. It is a good read. I enjoyed the information about Lino Tonti the most, coupled with the Aermacchi book by Mick Walker. Together they rounded out a larger part of the Italian bike story than I anticipated. It is great that so much attention is being paid to these bikes again. The information on the Demaso bikes is interesting. Having most of the Lemans bikes to ride I'm always interested to hear people slander the Lemans 1000. This book does its share of that. I enjoy riding the Lemans III a lot, but ironically consider the Lemans 1000 to be a better bike! So go figure. The author of the book "Guzziology" also seems to agree with me. I suppose I will look for a Lemans IV/SE after reading this book just to understand the power/handling of a Lemans 1000 with the 18" front rim. In a nutshell the Lemans I has a wild feel [while riding] and a wild look to it. It's uncomfortable, but in a very very charming way. Basically you probably don't want to ride a Lemans I on a busy freeway. The Lemans III rides like a Lemans I with more comfort and [perhaps psychological] stability. The Lemans IV has considerably more power with the bigger engine and 40 mm carbs, etc. The Lemans bikes are all easily 110-130 mph bikes with a measure of reliability that is unparalleled. There. That's what I think Falloon might have left out of the book.

One of my top-5 favorite Guzzi books published Good quality pages and great color shots

Very informative book with archival pictures never seen before in any other publications (at least by yours truly). Relevant facts on the history of the engine explaining its origin as an engine for a nixed Fiat project, then a Police bike before Tonti applied his magic. All in all a good read for Guzzi fans

It is a well written and informative book about the subject matter

V7 Sport fans will enjoy this book. Good detailed information

I found it to be informative along with great pictures

Great quality book which arrived in perfect condition. If you like Moto Guzzi, this book will give you information and pictures you won't likely find elsewhere.

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