



STELVIO AND V7 CLASSIC: NEWS FOR 2008.

AT THE 65TH EICMA SHOW IN MILAN, MOTO GUZZI WILL PRESENT THE MUCH-ANTICIPATED STELVIO AND LAUNCH THE NEW V7 CLASSIC EARLIER THAN EXPECTED.

Milan, November '07: Moto Guzzi will be dedicating its main stands at the 65th EICMA Show to the **Stelvio** and the **V7 Classic**. These two new models will complete the range renovation project undertaken by the Piaggio Group.

With the much-anticipated Stelvio powered by an impressive "**quattrovalvole**" engine, Moto Guzzi offers its response to the challenge in the **road-going maxi-enduro sector**. This new machine is characterised by innovative technical and stylistic solutions that place it firmly in the **lead in this category**. Moto Guzzi has carried out a full scale development project and reconfigured the "Quattrovalvole" engine. **The exhaust system was renewed, then to tuned to "balance" with the new injection and intake set-ups**. These modifications kept the power output **in excess of 100 CV**, but, at the same time, allowed **smoother, more controlled delivery at low and medium revs**.

The engine also plays an important role as a stress bearing component in the new frame. This **high tensile steel tubular twin cradle** has been strengthened at the steering head and at the four engine mounting points.

The machine now boasts a slimmer, more tapered profile. Moto Guzzi's **maxi-enduro is one of the most compact** machines in the sector and introduces numerous technical solutions and new items of equipment. These include tubeless spoked wheels, anodised finishings, upside-down 50 mm forks with support brackets for radial caliper brakes and the magnificent satinised aluminium exhaust silencer. Riders can now enjoy a **adjustable saddle, adjustable windscreen** and stow small objects in a new **compartment** alongside the tank. This compartment can be unlocked from a **button on the handlebars**.

As far as looks go, the **front view** of the Stelvio makes it **stand out immediately** from other Maxi Enduros. **Two powerful round headlamps** that are embedded in the nosecone dominate the front that tapers gracefully back to blend perfectly with the lines of the tank. The Stelvio will be available from the end of the year in white and red and black colour schemes. A version with ABS will also be available.

With the **V7 Classic**, Moto Guzzi **kills two birds with one stone**: Firstly **it celebrates the 40th birthday** of the first Italian Maxi Motorcycle created by Giulio Cesare Carcano and secondly, it gives its response to the ever-increasing demand for **classic, sophisticated, retro-design** machines

Just one glance at the V7 Classic brings the late 70s to mind when motorbikes had an essential beauty that was formed by simple straight lines embellished by chrome decorations.

The **V7 Classic is a sort of hybrid of the various V7s**. Some of it comes from the luxurious **Special** like its chrome and decorations and some from the **Sport** from which it takes its tank.

Other components that are symbols of a different era, complete the picture like the **spoked wheels**, the **cigar shaped silencers** and the flat **quilted saddle**. These components **commemorate** a style that



exemplifies **one of the best examples of Italian design from the 60s and 70s using modern-day technology and engineering techniques**. The concept is embodied in an up-to-date twin cradle frame, in the 750cc fuel injected engine governed by an ECU and in the many items this machine has in common with the latest models in the Moto Guzzi range. The V7 Classic will be on sale from next Spring at *entry level* in the range. It will sit alongside models like the Breva and Nevada 750. The Show in Milan will, for many people, be their first chance they have of seeing the naked **Breva V1200 tourer** and the brand new **Griso 8V** that will also be available in the **classic red** colour scheme.

Other machines on show will include the **Norge that is Moto Guzzi's "best seller"**. The 2008 Model Year has seen a great number of equipment updates. The engine will be fitted with a new **single plate clutch** coming from the "Quattrovalvole". Other minor modifications will include new **instrument panel graphics**, more balanced **recalibrated suspension** and a new stand with increased road clearance.

The **California Vintage** and its classic black colour scheme will be also available in the shade of pearlescent white that won the heart of the Hollywood star, Ewan McGregor. The Bellagio too will have a new colour scheme that sees twin contrasting colours blending with chromed frame and engine covers. The **1200 Sport** will get **new handlebars** that slightly change the riding position.



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NEW MODEL 2008

STELVIO:

IN FRONT, WHATEVER THE ROAD.

The new Moto Guzzi Stelvio completes the range renovation programme that, in little over 24 months, has seen this legendary marque regain all its past splendour.

What was missing and what the public were impatiently waiting for now is now available in the form of a complete motorcycle. This is the Italian answer to the demand for a multi-purpose maxi-enduro machine that can adapt to all conditions and restore the pleasure of riding.

A machine with these characteristics could not have been a descendant of previous models but was created as part of a totally new project. It is the direct result of a long and painstaking research and development programme that involved countless riders of all types and widely differing conditions of use. Moto Guzzi undertook this challenge with one particular key element already decided upon: the new "Quattrovalvole" engine.

Docile and powerful at low and medium revs, this twin-cylinder, single raised cam transverse unit is housed in a slender tubular frame that appears so fundamental as to make even specialists in off-roading look again. Riders will appreciate the absorption characteristics of the 50 mm upside-down forks and the traction offered by the combined action of the rear single swingarm and the progressive rear suspension system, not to mention the superb CA.R.C (reactive shaft drive) final drive. If the fact that the Stelvio is very much at its ease on deceptive surfaces with little adhesion is down to the superb frame design, its decreased weight and smooth power delivery; its vocation as a tourer is highlighted in the many little details that were specifically included to make daily use sheer pleasure. The windscreen and saddle can be adjusted, side bags come as standard and the pillion passenger's part of the saddle is more than comfortable in both size and shape. A small storage compartment that can be unlocked from the handlebars has been positioned between the screen and tank. It is the little details that make all the difference and make riding this machine such a pleasure. With over 100 CV on tap, the machine offers superb performance while the sound it makes says it all. It goes without saying that safety is at the forefront with powerful radial brake calipers housing twin parallel pistons. Besides this Moto Guzzi Maxi-Enduro's performance and technology, there is another element that sets it apart from the competition: its beauty. The Moto Guzzi Stelvio captivates with its front end looks and slender profile. The aggressive Guzzi red or sophisticated white colour schemes catch the eye and are set off by the anodised tubeless spoked wheels.



V7 CLASSIC.

A TRIBUTE TO A LEGEND.

In 1967, the motorcycle market reeled in shock at the appearance of the first Italian maxi motorcycle: Created by the legendary Giulio Cesare Carcano, the Moto Guzzi V7 marked the debut of the transverse V90 twin-cylinder 703 cc engine that set a record at that time. The V7 was enthusiastically acclaimed by the press and public. This success helped the worldwide promotion of Moto Guzzi's image as manufacturers of an exclusive, elegant, comfortable and above all, highly reliable motorcycle.

For many people, owning a V7 was one of the most important things in their lives. It left them with unforgettable memories that reminded them of their younger days, of friends and of journeys made together and made that time perhaps one of the highest points in Moto Guzzi's history. After a further forty years of success and, as part of Moto Guzzi's worldwide relaunch project, the flame of creativity shines brightly once more in the new V7 Classic. The V7 has character to spare and is a superb interpretation of the fundamental beauty of the original V7 but this time incorporating all the latest technology that was unavailable to its predecessor.

The new machine is fully up-to-date with its equipment levels, frame engineering and 750cc Euro 3 engine. The V7 Classic brings to mind the late 60s with the line of the tank that nestles comfortably on the tubular frame and runs back to meet the saddle. This, in turn, is perfectly flat and blends in gracefully with the rear mudguard. The side panels house the same stowage compartments that so stylishly set off the side view of the original machine.

Times gone by can also be seen in the gleaming chrome finish on the exhaust system, the shock absorbers, rear light cluster, front headlight and comfortable handlebars. Just as on its predecessor, the wheels too are spoked and shod with high profile sports tyres. The instrument panel houses analogue dials with suitably "dated" graphics.

Although the V7 Classic is somewhat smaller than other Moto Guzzis, it is ideally suited for carrying pillion passengers with a comfortable saddle, convenient handholds and well positioned footpegs. The Classic is easy to ride, instinctive and creates a feeling of confidence right from the first time you climb aboard. The manageable size and excellent riding position are perfect for both town use and longer mixed journeys. Owners will no doubt have to answer countless questions from curious onlookers about the white machine they are riding when it looks just an original 1969 V7 Special ...



MODEL YEAR 2008

NAKED

GRISO 8V:

NEW POWER TO THE MOTO GUZZI.

"...His power was increased both by the fact itself and in public opinion".

This quote from "I promessi sposi" by Alessandro Manzoni, refers to Griso, the head of a group known as the "Bravi" "to whom the most dangerous jobs were entrusted". This refers to the character of the new Griso 8V that is the smartest and most high spirited Moto Guzzi ever made and that encompasses an absolute new sense of "Sporting spirit" stemming from the power and technology of the innovative "Quattrovalvole" engine.

Although designed along traditional lines, the new engine features 563 brand new components and is a celebration of the logic behind the 90° V concept. It features a single overhead camshaft per head that operates the four valves on each cylinder with noiseless timing chains. This is quite an evolution of the 1200 cc engine that, with its 75% of its components renewed, now puts out 110 CV at 7,500 rpm with maximum torque of 11 kgm at 6,400 rpm.

The power delivery is silky smooth and on the open road the bike's true sports character shines along with the countless technical innovations and the new sense of style. Although the exclusive exhaust system with twin coiled pipes has been seen before, it now truly reflects the greater power of these machines.

From the looks point of view, the Griso 8V has undergone customising that includes particular stylistic details like the new saddle and streamlined bodywork as well as equipment levels of the highest possible level. Even the most discerning of palates will appreciate the front end with its Brembo P4/34 radial caliper brakes that act on wave floating discs measuring Ø 320mm. They will also delight in the Showa upside-down forks that have had 43 layers of carbon nitride treatment.

Sitting astride the bike, the rider can immediately appreciate the sports riding position that the new setup between handlebars, saddle and footpegs provides. These are all new components and were specially designed to make the rider feel completely in control. The two-seater saddle creates a superb rear view and there seems to be a tail like on a single seater. In fact there is more than enough room for a passenger to sit in great comfort.

Powerful, elegant and exclusive, the Griso 8V will soon become an icon among those who truly appreciate elite motorcycles. The Griso is offered in three colour schemes: Jet Black, Moon White and Corsa Red.



GRISO 1100 -850

DISTINGUISHING MARKS - BEAUTIFUL.

The sinuous tubes of the frame wrap around the tank - the sides are like forearms pointing straight ahead – the exhaust manifolds coil round the engine. Everything about the Griso is a little strange, a little unsettling maybe – not normal...It is however very like the bike we all imagine or even dream of having. The Griso is a masterpiece on wheels. A dynamic work of art that demonstrates sheer Italian creativity crowned by the Moto Guzzi eagle that puts it way beyond any classification. The feelings aroused by its aggressive raw lines get stronger when you climb aboard. The riding position offered by the saddle and wide handlebars mean maximum control and fast changes of direction whether in heavy traffic or on the open road. Thanks to the long wheelbase, the bike is very stable but surprisingly agile due to its wonderful frame. The steel frame is both rigid and reactive. The adjustable suspension adapts to all surfaces and changes in loads. Constant full-bodied power is supplied by a 90 degree V twin of the latest generation that has been completely updated and meets Euro 3 emission standards. The torque produced by the engine is delivered to the wheels via a silky smooth reactive shaft drive transmission system patented by Moto Guzzi. The sound made by this machine has no comparison. It is a deep throbbing note that comes first out of twin manifolds then on to stainless steel silencers. No matter how many miles flick by on the futuristic mileometer display on the onboard computer, your Griso will never go unnoticed. Its elegant Guzzi Black, Racing Red or new satinised Orange colour schemes make it both elegant and hard to miss.



BREVA V1200:

THE EVOLUTION OF SUCCESS.

Breva – the name of a wind that sends ripples over the surface of Lake Como bringing good weather. This is a name that, two years on from the launch of the Breva V1100, recalls the sheer quality and glorious past of Moto Guzzi. While consolidating the success of the Breva, new technical solutions have been developed and introduced during the MG range renovation project and these modifications have been included in the new Breva V1200. There are over 60 such changes over the previous 1064cc model.

Capacity was increased by widening the bore from 92 to 95 mm and stroke from 80 to 81.2 mm leading to a new capacity of 1151 cc. New piston rods and pistons are joined by a nitride-treated crankshaft and Nymonic exhaust valves. The engine is lubricated by a lobe pump system and the oil circuit has been modified to include a special duct carrying cooled oil to the heads for the exhaust valves. The exhaust system has also been modified and now includes double chamber manifolds and a silencer with an integrated catalyser. This has removed the need for the compensator that was on the V 1100 where the manifolds met.

The result is an engine that provides more lift at medium revs even though it puts out a hefty 95 CV at 7,500 rpm and maximum torque of 100 Nm at 5,800 rpm. Eighty-five percent of the torque is available between 2,300 and 4,800 rpm.

The engine uses a specially evolved Marelli Multipoint sequential ECU that takes care of the fuel injection system. A stepper motor and twin spark system, apart from dealing with instant starting, provide smooth power delivery, excellent fuel consumption and low emissions that are well within Euro 3 standards.

Sure-footed, safe, comfortable and stable even at high speed, this naked is, by nature, perfectly suited for high performance riding but can also be docile and versatile making it ideal for all sorts of uses. The Breva V1200 is a hybrid sports/tourer that adapts itself to a rider's personality and whims and lets us experience once again, the sheer pleasure of riding a machine that is an object of universal admiration. There can be no doubt that the Breva V1200 is exactly what puts Moto Guzzi at the top of the league in terms of riding pleasure.



BREVA V1100 (ABS)-850

"NAKED" FOR THE 21ST CENTURY.

The Brevia is a comfortable "naked" whether you are alone or have a passenger. Like all Moto Guzzis it is rock solid and seems like a 21st century version of an idea by Carlo Guzzi: To build a motorbike for all, using technology to ensure comfort, ease of riding, reliability and a long life. All of this would of course have to lie beneath an attractive exterior with clean lines that form an unmistakable style. The beauty of the Brevia doesn't hide but enhances its high-tech soul.

The jutting cylinder heads and the bulk of the Moto Guzzi patented shaft drive system only add to its beauty. They sit perfectly in the overall design where weight is distributed with dynamically efficient balance and underlines the sporting character of a bike that is all substance. The engine and frame confirm what the look suggests.

The latest generation 90 degree V twin is a modern engine with low down torque to spare but offers smooth delivery thanks to the fuel injection system. Uptake is fluid and emissions meet Euro 3 standards. The engine finds a perfect mate in the frame and specially designed suspension. The end result is superb performance along with impeccable handling and road holding. In simple terms this means great fun on the busier roads where the massive 45mm forks guarantee excellent cornering characteristics and, on exiting curves, the single adjustable shock absorber keeps you glued to the road. Braking is more than looked after by powerful twin floating 320 mm front discs and a 282mm disc at the rear. The new version of the Brevia 1100 ABS increases safety margins on difficult or slippery surfaces. Both models share the same colour schemes - Racing Red, the legendary Guzzi Black or the new mother-of-pearl mica finish. Other items worth mentioning for 2008 are the new electric controls that are shared with the Norge flagship model.



1200 SPORT:

THE SPORTS BIKE WITH A DOUBLE CHARACTER.

Just one look tells you that the new Moto Guzzi 1200 Sport will become an icon for riders seeking an elegant sports machine. The colour of the screen and the pod-like saddle make it look like a competition racer. The stylish front discs, aggressive exhaust system and rearset footpegs clearly suggest the sporting character of this new Moto Guzzi. The 1200 Sport is however a bike that is best appreciated from the saddle. Once on the road it is easy to fully experience the superb handling and manoeuvrability that let it perform so well over various types of road. These features, in turn, create the true pleasure of riding something very special. Although the new Moto Guzzi 1200 Sport has a decidedly sports type set-up, it is also an excellent tourer with every detail well designed for the rider and pillion passenger to travel in the utmost comfort. The saddle is well padded and offers great support, weight distribution is ideal and with a low centre of gravity, the 1200 Sport can easily change direction very quickly on those twisty roads that offer the rider such satisfaction. The superb handling is due to the exceptional rigidity of the steel frame, the forks and the fully adjustable shock absorber that guarantee both comfort and excellent road holding. Those of you that go touring will really appreciate the protection offered by the windscreen and by just how easy it is to read the new, elegant instrument panel with dials on a white background. No matter the speed, the brakes provide very wide safety margins and consist of: two 4 caliper 320 mm front discs at the front and a 2 caliper 298 mm disc at the rear. For those of you that ride all year round in all weathers, Moto Guzzi also offers an ABS version with traditional front discs.

At the heart of the Moto Guzzi 1200 Sport lies the legendary V 90 degree two cylinder engine from Mandello. The design may be classic but the performance isn't. The 1151 cc engine puts out a maximum of over 70 kW (95 CV) at 7,800 rpm with maximum torque of over 100 Nm at 5,800 rpm. In other words, the 1200 Sport offers the rider the legendary Moto Guzzi torque with incredibly smooth delivery throughout the power band. The increase in power obtained is the direct result of careful tuning to the intake system with the use of a high performance filter cartridge and work on the intake and exhaust ducts to improve gas flow for faster engine response. The ECU has been carefully mapped for more aggressive riding and widens the power band. The introduction of electronic injection has created a more useable, smoother power delivery and emissions and fuel consumption levels fully comply with Euro 3 standards. The alternator is positioned between the cylinders and thus reduces the volume of the engine with obvious benefits in overall terms of control and rideability. Other benefits include the reactive shaft drive system that means an instant sweet response with none of that irritating jerkiness.

There is also a vast range of accessories for customising your 1200 Sport: The range includes rigid 29 litre top boxes or 28 or 49 litre pannier bags, lowered saddles, tank bags etc etc to make your Moto Guzzi even more comfortable and let you concentrate on the pleasure of riding. For those of you that want to enjoy the thrills of the 1200 Sport on the track, there are two Racing Kits available that can increase power output to over 100 CV.

The Moto Guzzi 1200 Sport is available in Guzzi Black and Racing Red.



MODEL YEAR 2008

TOURING

NORGE 1200-850:

BORN TO TRAVEL

You can see right from the start that this machine was designed to eat up the miles. The fairing for instance, is an integral part of the machine and seems like a natural extension of the bike itself. But it is not alone; each component on the Norge has been designed to offer complete protection.

The integrated fairing also protects the legs and reduces spray at the rear meaning excellent overall protection regardless of the weather. The electrically adjustable screen (manual on the T and 850) protects the rider's upper half from the wind and can be set to suit differing riding conditions. The powerful headlight unit with four poly-helicoidal lamps offers superb visibility even under the poorest of lighting conditions as well as adding charisma to the machine with an aggressive, feline look. This design once again enhances the blend of form and function.

Under the elegant skin that conceals its measured aggression, lies an 850 or 1200cc transverse twin cylinder V90 engine. Both these units are quite astonishing for their lack of vibration and the fact that they blend miserly consumption, and minimum emissions with high performance.

Moto Guzzi twin engines are renowned for their temperament. They offer immense pulling power even at low revs and always deliver plenty of torque over a car-like power band.

These characteristics ensure a comfortable, undemanding ride during which the rider can fully appreciate the smooth six-speed gearbox and the innovative CA.R.C. system. CA.R.C. stands for "Cardano Reattivo Compatto" or Reactive Shaft Drive Transmission. Only once aboard the Norge can you fully savour all the little details that make this bike so special. The anti-slip saddle that is just 800 mm from the ground is filled with special foam that adapts to the shape of the rider. The foot pegs are covered with an anti-vibration coating, the sumptuous "cockpit" houses a superb instrument panel including an easily read trip computer that, besides showing travel details, (past and present) also displays service intervals and a check control system. There is also an external 220 Volt socket, a spacious compartment under the saddle, the possibility of heated handlebar grips (optional on the 850) and many other details including adjustable suspension and integrated passenger handles.



MODEL YEAR 2008

CUSTOM

NEVADA CLASSIC 750

THE CUSTOM BIKE FOR EVERYONE

Fantastic to see, easy to drive, easy to recognise with its retro look that is always popular, the Nevada Classic 750 is the custom bike par excellence. The philosophy of relaxing riding is represented excellently in this model whose design and technology has been constantly improved over the years. Details such as the LCD display show that this motorbike has come a long way since it first appeared on the market. One of its strong points is still how easy it is to ride, together with the extent of control at low speed, aided by the nearness of the saddle to the ground: just 760mm. There are no problems, therefore, for city riding, where the motorcyclist's balance makes him more agile.

The equipment on the motorbike is top-level, with the Marzocchi fork at the front and the dual, adjustable shock absorber on the rear axle. The brake system is extremely safe, with its 320mm diameter front disk with a clamp with 4 opposed pistons, aided by a rear 260mm disk. The engine's positive characteristics are emphasised thanks to the precision of the electronic injection that has been remapped to reduce emissions. The new catalyst converter, with its higher concentration of noble metals (from 70 to 140 g/ft³) also contributes to results.

The Nevada Classic 750 also has new upholstery, with new designs and new colours. Racing Red; Guzzi Black, Sport Yellow and Pearly Blue/White.



BELLAGIO:

ONE MOTORBIKE, ONE PLACE, ONE STYLE.

The new Bellagio symbolises the depth of the relationship between Moto Guzzi and its surrounding territory. This relationship is so strong that the immense beauty of the Lariano area affects both the ideas and creativity of man and in a sense leads him to create works of natural beauty in all his endeavours.

This empathy between the local environment and human inventiveness can be clearly seen in the new Moto Guzzi Bellagio that identifies a place known the world over for its beauty with the free spirit of those that revel in motor cycling. Individuality and sheer style are embodied in a reserved, but sophisticated design that displays highly advanced innovative technological solutions balanced with a trendy image.

The CARC (Reactive Shaft Drive System) is a good example of this advanced technology. This system transforms the might of the new 940 cc engine into silky smooth acceleration making this machine Moto Guzzi's most powerful naked bike. Other indicators are seen in the presence of the progressive rear suspension system, in the Brembo floating caliper brake system that act on 320 mm discs, in the rear shock absorber and the fully adjustable forks. These technical high quality solutions favour active safety, set a dynamic equilibrium and provide such riding pleasure that the Bellagio is the new point of reference in the category. The Bellagio has the temperament of a naked under the skin of a custom machine. The spoked wheels, drag bar, rear-set saddle and forward positioned footpegs are just a few examples of the details of a style that concentrates weight on the rear wheel giving the impression of a bike that is fixed to the ground, ready to take off at the drop of a hat.

The new 940 cc engine is more than capable of making this machine fly. While the engine is docile and vibration-free, it puts out huge power with immense torque from even very low revs. This power can be heard in the legendary engine note emitted from new twin silencers that sing a song called Bellagio.



CALIFORNIA VINTAGE

THE DISCREET ATTRACTION OF TRADITION.

Thirty-five years have gone by, but Moto Guzzi still plays a leading role in the collective imagination of motorcyclists all over the world. When the first model came out in 1971, the custom market was divided between the original USA-plated models and imitations from the East. Moto Guzzi introduced a motorbike with a strong personality, based on their tested frame used on the V7 Special and on the legendary 757cc, 90 degree V engine. This was a winning pair that brought international success as it also offered a new way to ride a bike, countering the exasperated search for performance. On the Guzzi California it was, and is, possible to travel in total relaxation. The saddle which is as comfortable as an armchair allowed the rider to enjoy the landscape protected from the wind behind the large windscreen that was fitted as standard along with the pannier bags; both a clear sign of the bike's vocation for trips. Thanks to these very qualities, the V7 California was also a success across the ocean, and was adopted by the LAPD (Los Angeles Police Department) and later by other American States. The rest is history. The California can be seen in films and advertisements. It has become a part of the list of industrial design objects that have marked our history. Its legendary two wheels have never stopped and it has never stopped evolving. Year after year, the design and technology have been updated, while maintaining its original character and spirit. Thirty five years after its creation, Moto Guzzi has decided to pay a tribute to this extraordinary motorbike, creating an exclusive Vintage version that is dedicated to anyone who wants to carry on dreaming.

Technology and tradition have inspired the various changes that define the character of the California Vintage, which has become a cult object even before being launched. The image of the past can be seen in its fantastic radial-spoked wheels, in the new-design steel mudguards, the new front Brembo calipers and the extra fog lights controlled by a switch on the right-hand side. The model has been personalised to the tiniest of details. The windscreen has been adorned with a stainless steel band. The handlebars are exclusive to this model, as is the two-tone saddle. The classic engine is protected by chrome-plated steel pipes. The special panniers bags are waterproofed, permanently attached to the bike and protected by chrome-plated steel pipes. The parcel rack is chrome-plated providing a luxurious tourist look. The California Vintage is a precious object that has to be guarded carefully with due care and attention. For this reason, Moto Guzzi has created a special motorbike cover, for this bike where luxury is standard.

**MODEL YEAR 2008****RACING****MGS-01 Corsa**

THE WINNING WEAPON.

The motorbike manufacturing company that has chalked up 3329 victories in international competitions, including 14 world speed titles, 22 world records and 11 Tourist Trophies, has racing in its DNA. This is why it gives full attention to the sports model market segment, in the heart and minds of entire generations of fans. For this reason it has created a "style laboratory" where research can be carried out freely, looking for new ways to make enthusiasts dreams come true. A new fully-developed motorbike, that has been admired since the first time it appeared in public, brings back all the heady emotions linked to those wins on racetracks around the world. The MGS-01 Corsa is a winning motorbike for modern-day tracks, with all the personality of yesterday's models, and with a lot more technology. Moto Guzzi does not say so on paper, but proves it on the racetrack. The "standard" MGS-01 Corsa has proved to be competitive when it won two consecutive races with Gianfranco Guareschi in the "Battle of Twins" during the Daytona International Speedway Bike Week in Florida respectively in 2006 and 2007 seasons and repeated this supremacy winning the national Supertwins title.

It looks like it is moving even when it stands still. It has a streamline, feisty profile, with its aerodynamic cockpit, and streamline, nimble tail. The impression of power and elegance is emphasised even more by its performance. The air-cooled 1125 cc V 90 degree two-cylinder, four-stroke, four-valve engine pushes forward at all speeds. All it takes is a look at the components to understand why. The three-segment Cosworth pistons guarantee high compression, the chrome-plated cylinders reduce friction to a minimum; brass bearings are replaced by roller bearings. Control comes together with power controlled from a riding position that has been studied for use on the racetrack. The excellent distribution of weight, with just 200 g between the front and rear axle, helps to make the bike so easy to handle, together with the limited weight (192 kg) and the reduced wheelbase (1450mm) The front 43 mm Ohlins forks can be adjusted to three positions. Rear suspension is looked after by a 513mm swingarm in boxed aluminium and a vertical shock absorber just behind the engine. Two 320mm discs on front and a single twin caliper 220mm disc look after braking. The MGS-01 Corsa is an exclusive motorbike that is built with the care of craftsmen and intended for true motorbike enthusiasts. This is why each model comes with a book with the rider's personal details and the frame number. The motorbike cover and the stand carry the MGS-01 Corsa logo and even the packaging used to ship the product to the new owner is personalised. Whoever chooses a motorbike like this one deserves nothing less.