

MOTO GUZZI

News Express

The Ontario Guzzi Riders - 2018 Spring Edition - N° 7





ONTARIO GUZZI RIDERS

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COVER PAGE

Moto Guzzi LUPUS ALPHA
from Officine RossoPuro

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Well, our newsletter is starting its second year. It came to maturity, leaving behind the trials and errors of the past. I received quite a few positive comments from other organizations and Guzzi clubs from both sides of the pond. Your newsletter is viewed by many riders not even affiliated to our club and from different backgrounds. On top of that, we now have a fantastic rally going on every year in Lavigne and excellent rides organized by our members. Believe me, lots of local clubs do not have that type of activity and I feel privileged to be one of the members...

You probably noticed the new look of the newsletter. For some reason, the previous cover layout looked too familiar to me. After a few phone calls I was able to identify it as something from my past. Not exactly the same but close. Actually too close for comfort, so I decided to redraw the cover. OK, it looks a bit like a magazine but it has the advantage of opening up the cover page, allowing for a better display of the photo on the cover page.

A small reminder to you all, I need some material from you guys. The newsletter is yours and your contribution is appreciated. I do not ask for much, just a few photos and a short story on your trips. Not everybody has the luxury of travelling, so share your trips thru your writing and allow for people to travel with you thru your pictures... This is what a club is for, sharing stories...

Winter is still going strong today (-30°C), whilst some of you are planning their next rides or preparing their bike, I am facing my computer a Grand Marnier by my side; I am preparing the newsletters to come and a special DVD for the Lavigne door prizes. The joy of winter... I am not much of a winter guy for sports or activities but it allows me to relax by the fire after a hard work day.

Talking about relax, do not sit on your laurels, the club still needs you and I want you to go thru your contacts and collect door prizes for this year event. Phil has a lot on his plate and your input will be much appreciated.

MGNE is giving away a trophy this year to the best member of the club. Actually, you will vote for whom you think is the best member of the club. Anything goes: best story teller, best riding buddy, best helper, best organizer, best recruiter, etc... etc... Send me your suggestion...

Till next time... Ed.

Pat Castel is known for his involvement with the MOA organization as well as his Editor position in many past and present club newsletters. He began riding five decades ago and spent his youth surrounded by BMW, Moto Guzzi, BSA, Motobecane and Peugeot motorbikes and remains as much in love with motorcycles as when he first got his first 49cc Mobylette.



Phil's column



Hello everybody,

I know it has seemed like a long winter, but when I looked back at my introduction to the last Moto Guzzi News Express I was quite surprised to see just how long it was!

Since the last edition I know Pat has had a bad car accident, and whilst I know no details, I'm sure you will join me in wishing him a full and speedy recovery. I must admit that a degree of disenchantment on my part, with things Moto Guzzi, also contributed to the delay in the release of this edition. This is because since the day I had my new Stone last year, it has had a small, but persistent oil leak, that seemed to be resisting all attempts to diagnose its origin and fix it. With the early, but slow start to this riding season, I did manage to get out for a ride on the last day of February, only to find that the leak was still not fixed. After another spell in the shop, I got out on the last day of March for another ride, and I'm happy to report that the leak now appears to be cured. It seems that the oil was leaking through the threads of one of the cylinder studs where it enters the crankcase, but John, at J&R finally tracked it down and sealed it. Thank you John!

I know Filippo and maybe Paolo would disagree, but as I write this, a few days ahead of the Spring Bike Show, it seems that the riding season is still at least two weeks away from a real start, but hopefully we'll all be out riding soon and enjoying some fine weather and some of the great events lined up for this season.

If you check out the event calendar on our website, you will see that the first (hopefully) riding event will be the brunch at the Cedar Kitchen in Tottenham on April 22nd, although listed as the season opener is the brunch on May 6th at the Gorge Country Kitchen in Elora. I know there's a Friday the 13th in April, but the weather forecast is still pretty iffy and I have sensitive ears....

Also fast approaching is the Rideau Lakes ride, the first weekend in June. This was a great weekend last year and we have a good number of riders signed up for this year, but there's still time to get in for some great riding and good company.

Also, something I feel that I should talk about is the New Cumberland, West Virginia, Guzzi rally. This is always on Memorial Day weekend (the weekend after Victoria Day weekend) and was hosted for many years by Bucky Bush, the WV MGNOC rep. After his death in 2005, the rally was kept going by the New Cumberland Volunteer Fire Dept. Unfortunately, after Bucky's death, the attendance has been slowly declining, and the organizers are saying that this year's rally will be the last. New Cumberland is on the Ohio River, due west of Pittsburgh, so it's a fairly easy one day ride from Toronto. I've been attending since 1992 and I'm hoping to go this year for one last kick at the can. There's usually an Ontario contingent, so hope to see you there.

Well, until the next edition of Moto Guzzi News Express, or until I see you out on your Guzzi, happy and safe riding.

For the past twenty years, Phil Tunbridge has been the man behind the Ontario Guzzi Riders club. His dedication and commitment to the club without forgetting his involvement in the annual rally, allowed for the club to survive and grow.



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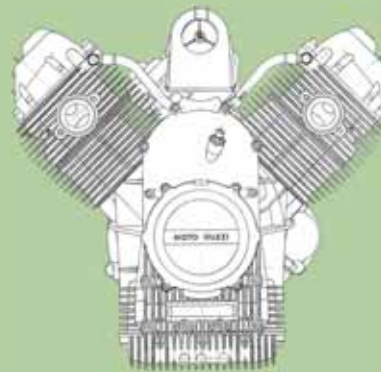
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LVPVS ALPHA



A space age Moto Guzzi California







LVPVS ALPHA

A SPACE AGE MOTO GUZZI CALIFORNIA

Over the past few years, the surge of interest in custom bikes has been fueled by a backlash against modern technology—whether it's electronic 'rider aids' or acres of sharp-edged, plastic bodywork. So this new build from Officine RossoPuro is something of an oddity.

The design is unapologetically advanced, and far removed from Officine's usual fare of classy, classic roadsters.

It's positively space age in its use of materials too: the brake calipers are made from Incoloy 800, an incredibly tough nickel-chromium alloy used in nuclear reactors.


Elsewhere, we have chromium-vanadium steel and titanium; the 7075 aluminum alloy used for the radical girder-type fork seems mundane by comparison.

The project kicked off when Officine boss Filippo Barbacane partnered with the high-tech company Walter Tosto SpA—an Italian outfit that specializes in components for oil and gas plants.

Walter Tosto was looking for a builder able to create an ambitious showcase for its manufacturing abilities. And Filippo was looking for a mold-breaking project that would stretch him to the limit.

The name 'Lvpvs Alpha' ('alpha wolf') was agreed upon. And the base bike would be the acclaimed Moto Guzzi California 1400, winner of Cycle World magazine's 'Best Cruiser' award.

Very little of the Guzzi California remains, though. Ninety per cent of the motorcycle is now handcrafted,



with most of the components manufactured in house by Walter Tosto. Only the engine has been left untouched, and part of the chassis.

The girder fork was the starting point for the design, using a modified Öhlins shock absorber for damping. After Filippo created the templates for parts, everything was rendered in 3D by Walter Tosto, with structural calculations and mechanical tests performed at the virtual level.



Lvpvs Alpha: son of a wolf by Filippo Barbacane

With its space age and charming design, Lvpvs Alpha was born thanks to the synergy between the Italian companies Walter Tosto SpA, an Italian company operating in the industrial components field for Oil & Gas plants and Officine Rossopuro, Italian manufacturer in the craft sector with high competences in the restyling and customization of motorcycles: a perfect combination of creativity, design and technology.

Everything started two years ago, when Luca Tosto, Managing Director of Walter Tosto, went in Russia for a trip. During a conversation with his Russian friend and collaborator Mihail Daev, they laid the foundation for an extraordinary project, based on their common passion for bikes.

The rear suspension system is also a ground-up design. Sitting under the shaft drive unit, it works in extension rather than compression. The tubes are 2¼-inch diameter alloy, incorporating a mix of chromium, molybdenum and vanadium, and hooked up to adjustable Bitubo shock absorbers.

The swingarm appears to have been stretched, but it isn't: the length is the same as the original. Despite bumping the rear wheel up from 16 to 18 inches,

Filippo has kept the original geometry of the California to maintain its excellent drivability. "We didn't want to create a showbike," he says, "but a motorcycle to ride fast."

The fuel tank is titanium, and now hides the voluminous electric system in a carbon box.

The wheels are equally advanced: machined from solid aluminum, they're hooked up to a radial braking system with 415 mm discs and six-piston calipers at the front.

There are too many other handcrafted parts to list, but check out the aluminum radiator, flush-fitting headlight unit, and factory-level leather seat upholstery.

The phrase 'shock of the new' springs to mind.

Is the custom world ready for such a radical change of direction?



Back to Italy, he was looking for a person who could help him to put into effect such an ambitious project, in order to test the abilities of his company for manufacturing a product completely unusual with respect to its core business and, at the same time, it must explain and talk about the activity and the competences of his company. On the other side, there was me, already having in my mind the idea to produce something completely different from my ordinary creations. Our meeting revealed prodigious for the manufacturing of this special built on a Moto Guzzi California 1400, the first in the world on this base, revisited according an "industrial key".

The name Lvpvs Alpha was inspired on the wolf, a very appreciated animal which is present both in the Abruzzo region (Italy) and in Russia; the term "Alpha" indicates the dominant specimen of a pack. And it was with a predominant wolf temper that we wanted to forge our bike.

The use of a moto Guzzi is a habit for me; moreover, with the known dynamic qualities of the new California 1400, the idea to use it as the base was in and of itself a great challenge; we didn't want to create the usual showbike, but a motorcycle to ride fast.

The particular idea was to use uncommon innovative materials and a design which would recall the typical industrial manufacturing on some parts, by keeping, at the same time, an artisan flavor. High quality and resistant materials, such as Chromium-Vanadium, Titanium or Ergal (Aluminum 7075) have been used. The Incoloy 800y material which is used for manufacturing reactors, has been used for the caliper brakes, thanks to its resistance to high temperatures, pressure and corrosion.

Ninety per cent of the motorcycle is handcrafted, with most of its components manufactured in house by Walter Tosto. Only part of the chassis and the V twin engine of the Guzzi California 1400 are an exception.

The Girder type front fork, completely designed and manufactured in Ergal, was the first part from which the entire design of the bike was originated. It make use of an adjustable mono shock absorber Ohlins, which we purposefully modified.

Usually I never make an initial plan, but I make my creativity run wild without limits or boundaries; this allows me to act in total freedom, by having the possibility to create, change and modify until I find the right shapes and the better design. If you look with attention the bike, you can notice many junction points among the several parts: make everything be in harmony at this is the hardest part to consider. Of course everything was then re-designed in 3D by Walter Tosto's team in order to have an high level technical and functional result, which would give us the possibility to perform structural calculations and mechanical tests already at virtual level.

The rear fork, also completely made in Ergal, two parts with exposed cardan, has a suspension system which works in extension and not in compression like the original ones. A tubes subframe made in 2 . Chromium Molybdenum Vanadium connects the oscillating part to the Bitubo adjustable twin shock absorbers.

This solution made room in the rear side between fork and chassis. This one, made in Aluminum 7075, now hosts the titanium fuel tank with exposed cap which appears from the tail fairing.

While in the place of the original tank is now placed all the voluminous electric system, protected by a carbon cover which hosts the original equipment, by leaving the front part of the motorcycle extremely clean. The chassis model was created in the best possible traditional way, by starting from a block of material manually operated from which I obtained the shapes which better adapted to the motocyler and to the mechanical parts. A perfect combination of high technical level and wise handwork.

The wheel rim are another strong point of the Lvpvs Alpha; also machined from a single solid peace, they have a particular design counterposes the radial breaking system with disks of 415 mm and the 6 pistons caliper brakes in Incoloy 800.

The exhaust system is my design but realized by Mass Moto, with which I am realizing all discharges of my bikes recent.

There are a lot handcrafted parts and it is not simple to describe them all. The oil radiator in aluminum inserted in a tip made with CNC, the aluminum platforms that replace the large adjustable footrests tourist California 1400, the cover of the valves specially designed to give a new engine had to fit perfectly into the design of the tank to appear as of aerodynamic. Even the leather upholstery of the seat is specially made by Italian artisans with custom graphics. Finally, the lighthouse, which special origin is not revealed, has been reworked, reversed, modified and accepted by a complex aluminum structure that integrates seamlessly into the fork acting almost as aerodynamic fairing.

For everything else, we like to leave the viewer curious to discover all the myriad of small and large special parts, specially made for this bike. The same manufacturer Guzzi, fascinated by our project, gave us some particular pieces like the cover oil plugs and brake levers clutch.

Lvpvs Alpha was almost certainly the most complex bike I have ever made. This was only possible thanks to the large resources provided by Walter Tosto and the trust gave by Luca Tosto. I do not exclude, however, that this is just the first step of the evolution of an even larger project, or the stimulus to create other ideas that are already sprouting in our heads.





With a TPMS (Tire Pressure Monitoring System) on the dash, potential tire hazards can be brought to the forefront of your attention before you experience a problem.

Most Adventure Riders already know the importance of running proper tire pressure. Over the years, I've had countless tire pressure mishaps that have put me in precarious situations. Whether it be a slow leak, pinch flat, puncture, defective tire or simply forgetting to check the tires, tire pressure-related accidents are a danger we as motorcyclists all face at some time or another.

Using a TPMS (Tire Pressure Monitoring System) is one way to help improve your safety in many of these situations. A TPMS device can alert you when you begin running low on pressure or when there is a sudden drop, often giving you enough warning to pull over before you experience a loss of control.

TPMS devices are more commonly found on high-end European Adventure Bike models but if dropping \$15,000 or more on a new motorcycle isn't in the cards, there are affordable aftermarket TPMS kits you can install on your existing bike.

Searching For an Aftermarket TPMS

One thing we missed on our KTM 1090 Adventure R long-term test bike was the factory TPMS that came standard on its predecessor, the 1190 Adventure R. Searching through motorcycle TPMS solutions, we came across a new product from Cyclops Adventure Sports.

The Cyclops aftermarket TPMS gives you real-time air pressure and tire temperature readouts through a compact display that can be conveniently mounted on your dash or handlebar. The system uses replacement valve stem caps with sensors inside that send data to a display for independent front and rear tire measurements.

When tire pressure suddenly drops or falls out of range, an audible alarm and red flashing light immediately warns you. The TPMS kit can be quickly installed on virtually any motorcycle with either tube or tubeless tires, and has configurable high and low pressure warning thresholds for each tire.

Yet there's more to a TPMS than just low tire pressure warnings. Running optimal tire pressure to match the terrain can improve both performance and tire longevity. Being able to see your tire pressure at a glance eliminates unnecessary stops to manually check tires with a gauge.

Temperature and elevation changes can also cause big fluctuations in tire pressure that are important to monitor. You lose roughly 1 Psi for every 2,000 feet of elevation drop and another 1 Psi for every drop of 10°F. For example, if you started your ride at high elevation with hot mid-day temperatures then rode to sea level arriving in cool evening temperatures, the loss of air pressure could be significant enough to cause speed wobbles on the highway or potentially a bent rim from a pothole.

With a TPMS on the dash, potential tire hazards can be brought to the forefront of our attention before they become a problem.



Replacement valve stem caps with sensors inside send data to the TPMS display providing independent front and rear tire air temperature and pressure readings.

Cyclops TPMS Installation

Considering the safety and time saving benefits of a Tire Pressure Monitoring System, we were eager to try out the new Cyclops aftermarket TPMS. Installation is fairly simple with the option to either clamp the device onto your handle bars (7/8" or 1 1/8") or use a 3M sticky pad to attach it to the bike's dash. We chose the sticky pad option, placing it conveniently on the left side dash.

Installing the device does include wiring it up to a power supply but that was easy on the 1090 Adventure R. An accessory power and ground wire are just underneath the 12-volt charging port cover (wires marked 'ACC2'), and you can access them without pulling apart the dash. For a cleaner installation, we drilled a small hole adjacent to the 12-volt charging port to run the wires into the dash.



The 'ACC2' accessory power and ground wire can be found just underneath the 12-volt charging port cover on the KTM 1090 Adventure R.



All too often, we don't remember to stop and check our tire pressure until after we get ourselves into a bad situation. The Cyclops TPMS provides real-time tire pressure readings and alerts you instantly if there's a problem.

Next we replaced the stock valve stem caps with the tire pressure sensing caps included in the kit. The valve stem cap marked 'A' goes on the front tire and 'B' goes on the rear, with a locking nut to ensure they stay in place. Each valve stem cap weighs just 0.3 ounces, so it's not heavy enough to require re-balancing the tires. Cyclops recommends using metal valve stems, but also reports that problems with rubber valve stems are rare. The KTM 1090 Adventure R already comes with metal valve stems (as do most inner tubes) so it wasn't a concern for us.

Tire pressure alarm settings on the device are pre-set at 26 Psi (low)/41 Psi (high) for the front and 29 Psi (low)/43 Psi (high) for the rear. The system is also pre-configured to set off an alarm if the tire's air temperature exceeds 154°F (68°C) or if there is a sudden air leak. For many riders, the stock settings are adequate but we opted to drop the low pressure alarm down to 22 Psi on the front tire and 20 Psi on the rear to account for off-road riding pressures. Changing settings was fairly easy with a few clicks of the menu buttons.

Cyclops TPMS Testing

After a quick ride around the block, the system was up and running with readouts for both tire temperature and air pressure toggling on the screen. Heading out of the garage on the first ride, I thought about how I'd normally be thinking "when was the last time I checked my tire pressure?"

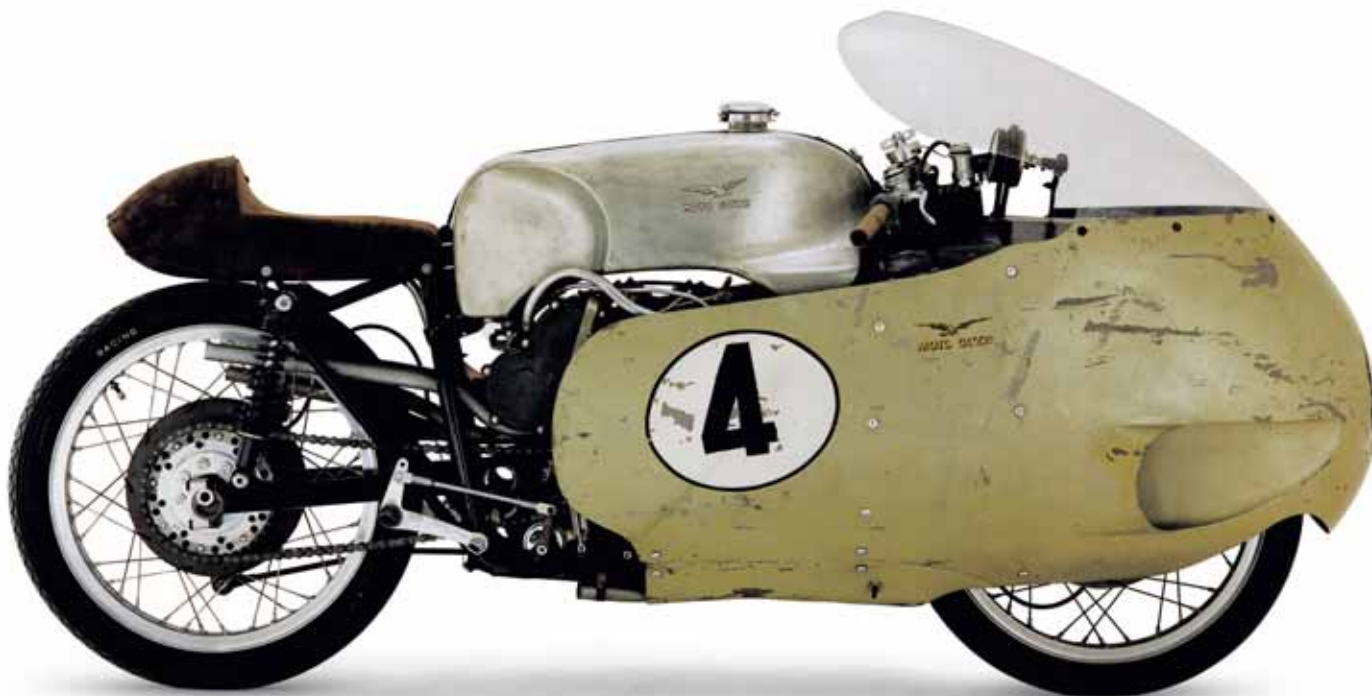
It was also nice to have the TPMS clearly visible on the dash, separate from the bike's digital display. On bikes with a factory TPMS, the tire pressure readouts are often buried in layers of menus and can get lost in the clutter.

After testing the Cyclops TPMS over several thousands of miles, we never had any problems with the valve stem caps loosening and the tire pressure readings always proved accurate. The display on the TPMS is easy to read in direct sunlight or at night and remained waterproof in wet weather.

With the TPMS clearly visible on the dash, I was always surprised to see how much tire pressure fluctuates with elevation, temperature and riding aggressiveness.

Available from: Cyclops Adventure Sports
cyclopsadventuresports.com
Code: CIL-TPMS1
Price: \$129.95

Access the rest of this article at:
www.advpulse.com/adv-products/cyclops-aftermarket-tpms



RACING LEGENDS: THE STORY OF BILL LOMAS



When you talk about old-school bike races, there's an aura of irresistible charm that descends over and shrouds those fearless post-war riders that used to race on the razor's edge, hunched over the metal spine of magnificent, brutal bikes, however, few if any of them could compete with

Englishman Bill Lomas' captivating smile, wild cowlick and sharp sense of humour.

Good-looking, scrawny, with a mocking sneer under his leather helmet and always ready with a parting shot, he always managed to get the other riders all riled up. Time and again he was wont to say "*The victory must be built up before the race begins*" just after taking a parting shot at his fellow-racers, as if to demonstrate his superiority just a few minutes before the start of the race.

Undoubtedly cocky, yes, but he never failed to back up his claims with action: two-time winner of the Isle of Man TT, two-time World Champion on a Moto Guzzi and, of all the "Eagle" riders, he is the one whose name is indelibly linked to the amazing Otto Cilindri 500, the brainchild of Giulio Cesare Carcano.

He had the temperament of a champion and the charm of a movie star, so much so, in fact, that he appeared in

the 1957 film called "Engaged to Death", directed by Romolo Marcellini: a recently restored piece of motorcycle movie history with live racing scenes shot on the Monza circuit, on the legendary Milan – Taranto and even some within the Moto Guzzi factory in Mandello del Lario, complete with tests filmed in the legendary wind tunnel.

But let's start at the very beginning. Bill Lomas was born on the 8th March 1928 in Milford, Derbyshire, son of a Rolls Royce factory worker and a lady butcher. In 1949, at just 19 years of age, his great passion for two-wheelers led him to debut in his earliest races on a Royal Enfield, where he immediately showed his potential, riding aggressively and successfully notwithstanding the fact that the bike was not particularly competitive. At the 1952 TT he did very well on a Velocette 250, immediately drawing the attention of the bike manufacturers attending the race, also thanks to his reputation as a good test-rider.

And thus he made his way through AJS, NSU and Benelli, but the chance that would change his destiny came along at the 1955 TT. After having been engaged by MV Agusta to race in the 125cc and 250cc classes, Fergus Anderson, the then sporting manager of the Moto Guzzi Racing Department offered him the chance to race a 350 and a 500, replacing Dick Dale, who was incapacitated after a bad fall. This is part of

what makes the racing at that time particularly interesting and so Lomas found himself racing for two different Italian bike manufacturers that were also bitter rivals, and he managed to win both the 250cc class for MV and the 350cc class for Moto Guzzi, setting a record breaking average-speed in the latter.



He ended up signing a full-season contract with the Mandello manufacturer and a marrying his girlfriend Kathie: he reportedly told her that *"I'll marry you just as soon as I've won my first TT"*.

That same season saw a string of wins on a Moto Guzzi, at the German, Belgian and Ulster GPs, while in Holland he managed to make a historic fight-back from last to first position. By the end of that year he brought home his competitive 350 single to win the World Championship.

Less than a year after he was engaged, having refused offers from other bike manufacturers and madly in love with Italy, Lomas moved to Mandello del Lario with his family, where he learned to speak Italian and dedicating himself totally to the home of the "Eagle".

Behind the scenes at the German GP at the Nürburgring, he came face to face with the Otto Cilindri for the first time and tried it out a few months later at Monza, where he immediately fell in love with it, to the extent that many years later he described it as «the best machine ever built».

In 1956, whenever he wasn't busy winning the 350cc class world championship title once again, he put his heart and soul into the development of the Otto

Cilindri, suggesting major improvements and, in 1957, riding it to set a new world record over 10Km from a standing start.

Just a few months later he broke his left collarbone during the Coppa d'Oro race in Imola. He had just recovered from his injury and returned to racing at a race in Assen when his rear wheel of his much-loved V8 locked up and sent him flying, in a fall that left the bike in a million pieces and him with a broken left shoulder.

Thus ended his season and, thanks to having become a father in the meantime and Moto Guzzi's retirement from racing, his professional racing career as well. He went back to England with his family and opened a bike shop and workshop; his passion for two-wheelers would never abandon him.

He was to remain a lifelong fan of the Eagle of Mandello and an tireless supporter of historic bike races, at which he could be seen riding the Otto Cilindri he adored, such as on the lap of honour at the 1996 TT. But more often he could be found wandering around in the pits, talking about his exploits as a rider and readily unleashing that smile that never ever left him.

He passed away in Mansfield on 14th August 2007. Eleven years after his death and sixty one years after Moto Guzzi's retirement from racing, the legend lives on, even in the splendid Moto Guzzi custom MGR 1200 built by the German guys of Radical Guzzi, named in memory of Bill Lomas and raced in the drag races at the "Essence" competition at Glemseck 101 2017.



RECALLS POSSIBLY COMING FOR MORE MODELS WITH BREMBO BRAKE CYLINDER



Canada's last official motorcycle recall for 2017 was a brake cylinder on late-model Ducatis, but it wasn't exactly Ducati's fault, and it might be an indicator of a busy recall season this winter.

The recall on several Ducati models (2015-2018 Ducati 1299, Multistrada S, Multistrada PP, Monster 1200, Panigale R, XDiavel S, Scrambler 800) was for a front brake master cylinder. That brake cylinder was manufactured by Brembo. As per the recall, *"On certain motorcycles, a crack within the polyphenylene sulphide (PPS) piston of the front brake master cylinder could occur. This could result in the master cylinder to not be able to generate sufficient hydraulic pressure."*

Insufficient hydraulic pressure is a Very Bad Thing in a front brake, hence the recall on the models equipped with Brembo's PR16 front brake cylinder.

Ducati was the first manufacturer to undergo a Canadian recall thanks to the Brembo PR16 brake master cylinder, but it might not be the last. In the US, some Aprilia models also face a recall, and KTM is also expected to announce a similar recall, Asphalt & Rubber reports. The PR16 is often used in conjunction with the Brembo M50 monobloc caliper, and as this setup is used on some Japanese bikes as well, we'd also expect to see them recalled, if Canada follows the US in this issue.

QUIZ - QUIZ - QUIZ - QUIZ - QUIZ

HARVARD UNIVERSITY MENTAL AGE ASSESSMENT

The following was developed as a mental age assessment by the School of Psychiatry at Harvard University. Take your time and see if you can read each line aloud without a mistake.

The average person over 60 years of age cannot do it :

1. This is this cat.
2. This is is cat.
3. This is how cat.
4. This is to cat.
5. This is keep cat.
6. This is an cat.
7. This is old cat.
8. This is fart cat.
9. This is busy cat.
10. This is for cat.
11. This is forty cat.
12. This is seconds cat.

Now go back and read the third word in each line from the top down.

It did make me laugh but, really...





What OHIP Covers Out-of-Province...and What it Doesn't.

by Mary Wimmer

With spring and summer on the way, Ontarians are gearing up to see Canada like they never have before. If you're planning your own great Canadian adventure, here's a reminder not to leave home before purchasing travel insurance.

Most travellers know just how important purchasing travel insurance is, and the savvier sightseers among us may even know the difference between Trip Cancellation and Trip Interruption. But when it comes to travelling out-of-province, many Ontarians just don't see the same necessity in purchasing insurance for their trip within Canada – especially travel medical insurance.

That's because many Ontarians wrongly assume that our provincial health insurance plan, OHIP, will cover all unexpected medical costs while travelling in another province or territory. While OHIP does provide some coverage for emergency or immediate medical care, the fact is that it does not cover all medical expenses when you're outside of Ontario.

Say you're out riding in the beautiful B.C. wilderness, and you happen to take a tumble that requires ambulance assistance – well, you'd be on the hook for that expense. That's because OHIP doesn't cover the cost of ambulance services for Ontarians travelling out-of-province within Canada.



Depending on which province or territory you are in, the cost for an ambulance could range from the hundreds of dollars to several thousand (if you need to fly home by air ambulance, for example). On the other hand, travel medical

insurance typically includes coverage for medical transportation back to your home province, if recommended by a physician.

Other medical expenses not completely covered by OHIP include prescription drugs from pharmacies, some dental emergencies and long-term care services. It's better to be safe than sorry; never leave home without purchasing travel medical insurance when travelling anywhere outside of Ontario.

No matter where you choose to go, CAA has travel insurance options designed to protect you against the financial impacts of illness, emergencies and unexpected mishaps on your trip. CAA Travel Insurance¹ offers coverage benefits that go far beyond what you may be offered through credit card plans or group plans. Even better, CAA Members SAVE 10% on insurance coverage.

So, get a quote or visit your nearest CAA Travel Store for more details. You can also call the Travel Services Call Centre at 1-800-267-8713 to get on your way to a holiday with the best peace of mind that money can buy!

Campfire cooking secrets

Skip the expensive gear CAMPING

By Elizabeth Mabie

Veteran campers know there's more to cooking over a campfire than sharpened sticks, hot dogs and marshmallows. Those new to the idea of preparing meals outdoors could use some perhaps unfamiliar idea. Building a cooking campfire involves more than piling wood and burning it. Let's explore these ideas and guarantee a wilderness culinary adventure that's a piece of cake.

Be prepared

Plan meals before you go. It's best to pack a cooler with simple ingredients that are easy to prepare or that can be mixed in with other foods. Wrap items individually and layer them to conserve space. Food for the final day of the trip goes at the bottom. Pack the cooler as full as possible to keep the food chilled. For foods that perish quickly, freeze them beforehand.

Frozen water, juice and condiments double as ice packs.

Mix and chop

Chop, marinade, dry, or pre-cook anything you can to make cooking easier and save time. This also saves you from bringing a ton of kitchen utensils. Make soups, stews, and chili at home and keep frozen until ready to use. Anything that requires added milk or water, like oatmeal or pancake mix, can be sealed in a plastic bag. At the campsite, just add the liquid, close the bag, shake, pour it into a pot or pan, and cook!

Bring the right gear

Buy cheap cookware at the dollar store. The great outdoors treats costly famous-chef-brand appliances harshly. Must-haves include metal long handled tongs, aluminum pot lifters, and an affordable campfire grill. No pots with rubber-coated handles and any plastic utensils; they melt. Cast iron skillet, woks and Dutch ovens, despite the weight, are beneficial because they can handle large amounts of food.

Build the fire right

First off, know provincial campfire



laws. Then read up on fire safety. Then, only then, look for dry hardwood for your fire – maple, beech, oak. Form a circle of large rocks and clear away debris. Make sure the fire area is set up in an open space away from trees and your tent. A good cooking campfire has plenty of glowing coals, but few flames. Coals cook evenly while flames turn food into a burnt offering. Build a hardwood

fire and let it burn down for an hour – time to finish assembling ingredients.

Avoid flames

Since you're cooking over coals, use a grill. Solve the potato challenge – crispy outside, raw inside – by wrapping it in two or three layers of foil. This works on other vegetables, such as carrots, and meat. Some foods, such as peppers, can be cooked directly on hot coals. When using foil, form handles on the sides to safely place and remove from the heat.

Turn, turn, turn

Turn your meat every minute.

Seriously! Doing this cooks your food thoroughly and prevents burning. When in doubt, turn. Food that has been sitting over coals still cooks even after it has been removed from the heat, so don't over-cook. Test it regularly until it's perfect.

No greasy meats

Bad news for morning bacon lovers, but those greasy strips can lead to flare ups, which could harm you and damage your campsite. So avoid fatty meats and foods dripping with oil.



Article is a courtesy of
Ottawa Outdoors Magazine



IDENTITY

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CLUB

Position: Member
Member since: 2014

MOTORCYCLE

Brand: Moto Guzzi
Model: California
Year: 2013



I'm relatively new to motorcycles but loving it.

My Father had a SHL M11 - 173CC (see picture with my brother on it in Poland).

I guess the riding bug was passed on to me.

I started riding in 2012 on a Suzuki Boulevard C50 (my training wheels), trouble free bike but it was too pretty and not mean enough.

In 2013 I fell in love with a Moto Guzzi California 1400.

I am fortunate to have met a very nice group of people at the Ontario Guzzi Riders club, where I can find out more about the brand.

Since most of them have more years/km of riding than I, there is a lot I can learn from them. I'm looking forward to great rides in 2017.



LED ROADSIDE EMERGENCY FLARE



Keeping a bright emergency light in your toolkit in case of trouble is always a good idea. Compact enough to store under your seat until needed, this battery operated LED unit serves as a practical alternative to pyrotechnic flares, alerting other drivers to your presence with a brilliant orange flash in all directions.

It also has a white LED array to serve as a work light, and a strong magnet in the back lets you mount it on a fender.

About 4" in diameter and 1-1/2" tall, it has a tough plastic housing that's resistant to harsh weather conditions (totally weatherproof).

It runs on three included AAA batteries good for over three hours of continuous operation – considerably longer than the 10-30 minute burn time of conventional safety flares.

Best used in pairs (or more) to clearly mark both ends of the vehicle, they make a smart addition to any road-safety kit.

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TORONTO MOTORCYCLE FILM FESTIVAL ANNOUNCES 2018 DATES



2ND ANNUAL TORONTO MOTORCYCLE FILM FESTIVAL

The festival got its start in 2017, with a full lineup of features and shorts running last September.

As part of its participation at the Toronto Motorcycle Show, the Toronto Motorcycle Film Festival announces that its 2nd annual Motorcycle Film Festival will take place September 27 – 30, 2018 at the Revue Cinema.

Like last year, the judging panel will be from the motorcycle community (industry figures, media, and other personalities). The panel will vote on Best Canadian Film, Best Short and Best Feature Film, and the audience will vote for the Peoples Choice Award.

The Toronto Motorcycle Film Festival combines a passion for motorcycles and storytelling and is the first and only Canadian film festival dedicated to screening the newest and best motorcycle and moto-culture films curated from around the world.

Film submission info can be found at torontomotofilmfest.com/submit-your-film

On August 4, the Official Selection of films will be announced together with ticket information on the Festival's website and social media channels.

WEBSITE & SOCIAL MEDIA

WWW: torontomotofilmfest.com

Facebook: facebook.com/torontomotofilmfest

Instagram: instagram.com/torontomotofilmfest

Twitter: twitter.com/tomotofilmfest

Black & Green Hornet: Kaffeemaschine 9



Hot news from Hamburg-based custom bike barista Axel Budde: he's built another 'Kaffeemaschine'. This, his ninth, is based on a 1978 Moto Guzzi SP. And guess what? He's called it 'Maschine 9'.

Here's a brief low-down on what makes the German customiser tick (and weld, and fabricate and stuff).

Budde started with a stock Moto Guzzi SP and totally disassembled it. The engine was carefully rebuilt, with special Budde 1000cc pistons and cylinders, larger inlet valves and 36mm carbs. The frame was modified to take the tank from a Moto Guzzi Le Mans II, while sundry small parts and details were fabricated in aluminium. The stainless steel exhaust is hand made.

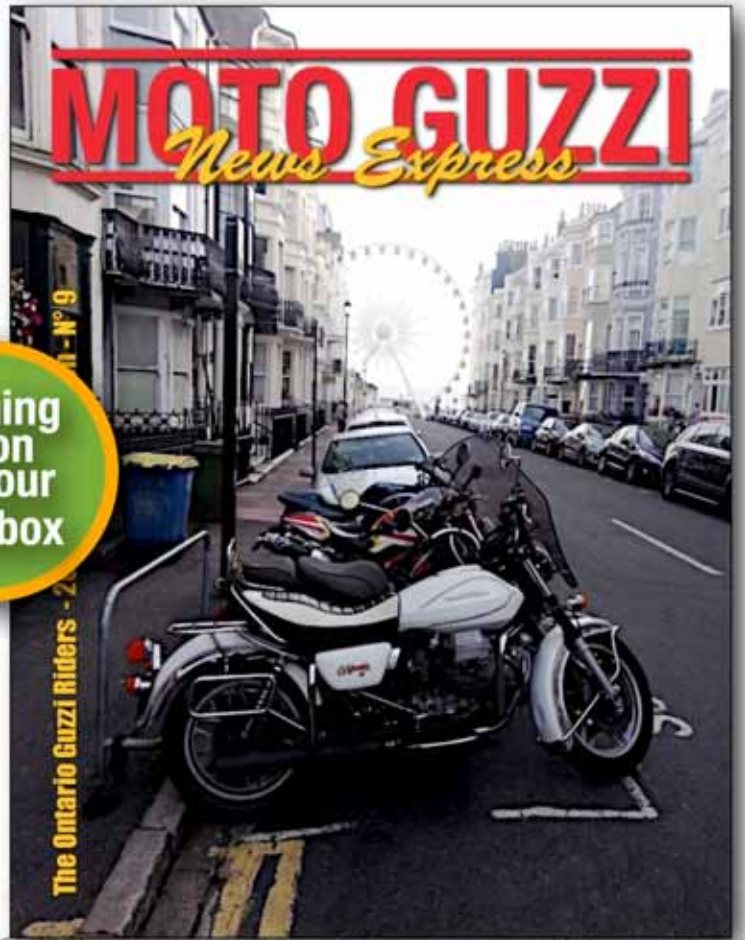
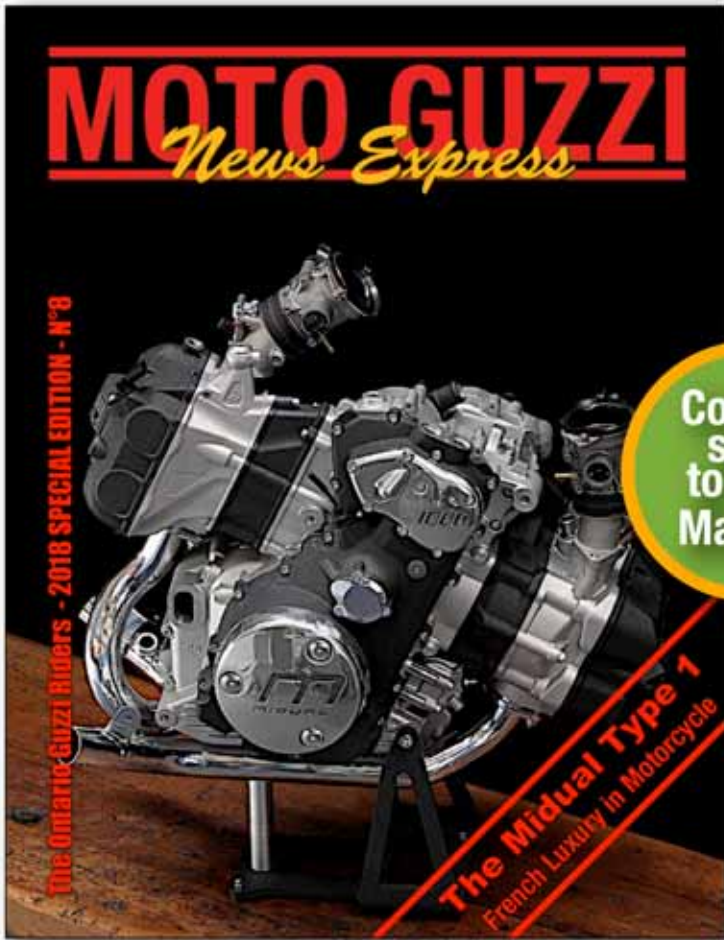
More than a ristretto lungo

"I wanted," said Budde, "a motorcycle with a less extreme seating position that can be ridden in a relaxed way.

This matches the combined braking system engineered for this bike: by pressing the pedal, both wheels are slowed." The classic look is preserved by fitting Wilbers dampers at the rear, coupled with Yamaha front forks.

Budde continued: "Because the electrics (now reduced to a minimum) were moved, we have found room for a glove box between the side covers in the frame. The bag and the seat were made by our regular saddle-maker Alex Rothe of Weitgehendgar, who has developed a collection of leather goods for classic and customised bikes."





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2018 Year at a glance newsletters







**FROM AMSTERDAM TO TOKYO
ON A 1975 MOTO GUZZI V7
PAUL VAN HOOFF'S VOYAGE**



“I have a hangover that goes from here to Tokyo”.

A colourful expression that expresses the remoteness and incalculable distance that lies between Japan and Holland, where it seems that this saying is fairly popular.

It certainly is for Paul Van Hoof who, unlike everyone else, took it literally and really did go all the way to Tokyo, departing from the centre of Amsterdam on a 1975 model Moto Guzzi V7.

Let's make it clear, first of all, that Paul did indeed make it all the way to Tokyo and arrived there on Aug. 28th 2017. This was about one month after we spoke to him on Skype, which is what gave rise to this article, and almost 10 months after his departure from the land of windmills in November 2016, slap bang in the middle of winter, just to make things easier of course!

Born in 1964, with a background as a news reporter and motorcycle magazine journalist in Holland, Paul has a great passion for Moto Guzzis and dreamed of making a living by travelling around.

For Paul, this ambition became a reality back in May 2005 when, with 12,000 Euro in his pocket and his faithful 1975 model Moto Guzzi V7 nicknamed Guus, he left on a three-year pan-American trip from Alaska all the way down to Argentina. Since that trip, Paul has set up family in Bolivia and has done a whole series of

crazy trips that have become the topic of a book published in 2015 entitled “*Man in the Saddle*” and subtitled “60 thousand kilometres of freedom”, which will be available soon in English.

For this latest trip to the Land of the Rising Sun, Paul has relied on a crowd funding campaign, which will enable him to turn this adventure into another book, which he tells us could well be entitled “*From here to Tokyo*”.

“*It will be a crazy book*” Paul continues, “*I have almost died twice already and I'm not even in Japan yet*”.

When we contacted Paul, in fact, he was in a hostel in Ulan-Udè, a small Russian village not far from the Mongolian border. He had already crossed through 12 Countries: Holland, Germany, Switzerland, Italy (with stopovers at Mandello del Lario and Tavullia), Croatia, Montenegro, Serbia, Bulgaria, Turkey, Georgia, Armenia and Iran. Before him lay another 4000 km to Vladivostok, where he and his faithful Guus would board a ferry bound for Japan.

We asked him how many kilometres he had covered since leaving Amsterdam and how many kilometres his V7 had on the clock, but he just laughed: it's difficult to judge because Guus' speedometer had been broken for



years, like a number of other more or less important parts. This is how they travel and they do so in magnificent style. In any case, the speedometer reading is somewhere around 175,000 but all that really matters is that Guus is totally unstoppable.

Paul almost got a tear in his eye when we asked him to tell us about his bike: *«I have owned and ridden many bikes what with my job and all, but this is the best bike in the world. She's been with me for 17 years. She's a good friend. She's a part of my body»*. *«I landed up in the middle of a blizzard in Serbia and I was stuck there in a restaurant for two weeks with the temperature sitting at -30°C and Guus was standing outside in the snow, but all it took was a few seconds to get her engine roaring again »*.

Paul told us that after that first trip he had received offers from various other bike manufacturers to use their bikes, but he didn't even stop to think about it. *«My V7 is old and simple to fix and has a large engine that is not particularly powerful but never breaks down. More importantly though is that when you're riding this bike you look like you're a good guy and you're friendly so people stop you and invite you back to their home to have something to eat and spend the night with them»*.

The secret, and part of Paul Van Hooff's philosophy, is never to behave like a tourist but rather like a traveller and to *“always say yes to whatever the trip may*

offer you”. A natural mindset and physical predisposition to expect the unexpected, which rewards you with unique and unexpected experiences as events and the kilometres mount up and undoubtedly sometimes leaves you somewhat exposed.

“From Armenia through to Iran I rode for days, indeed weeks with temperatures around -25° and without using the drum brakes for fear that the frozen metal would give way. Also in Armenia, a pack of wolves circled around my tent while I slept”.

In Russia, the newspapers hailed Paul as a hero for having saved the life of a young man who had been involved in a terrible road accident. A terrible story, which – he told us – taught him a lot about the sometimes shocking behaviour and habits of the Russian people.

“Another time I was asking for directions at a petrol station in Volgograd, Russia. The guy turned out to be the owners and he told me: you're not going anywhere, you will stay here and drink with me. The last thing I remembered was that I had been drinking vodka, or so I thought, at 3 in the morning in a garage full of people and sports cars. I only realised much later that it wasn't vodka I was drinking but 75% proof alcohol, and the people there were all members of the Russian Mafia. I woke up in hospital two days later, in intensive care with a body temperature of 34°C and pretty close to death. I was in

hospital, but I had neither papers nor money on me, yet I was treated like royalty. The police and nursing staff helped me without letting me pay for the medical care I had received and they even gave me money for fuel. That's why I continue to say yes to anything, except vodka that is".

Paul reckons that the people you meet never cease to surprise you. Sometimes they're temporary travel companions with whom you share stories and emotions and other times they're local inhabitants who welcome you to their homes and introduce you to their families as if you had always been one of them. Graziano Rossi's signature on Guus' fairing as a remainder of an unplanned stopover in Tavullia is proof of this: Valentino wasn't there but his father, Graziano, spent a long time chatting to Paul about his story and his trip.

"You mustn't be scared because if you treat people with respect, they in turn will treat you like a king".

"Many people think that a trip like this one is too difficult, but that's just an excuse not to do it and not to leave your own comfort zone. When I left on my first trip, I had a lot of work, but I had reached the point where I couldn't stand the constant deadlines and the daily routine. Anyone can do it and it's very easy indeed, all you need to do is to get going".

We closed our chat with Paul by asking him if he had a message for the members of The Clan since we all share his passion for Moto Guzzi bikes, for travelling and for adventure:

"Anyone who chooses to ride a Moto Guzzi is someone who chooses to follow his own dreams, starting with the one that is embodied in the history of The Eagle of Mandello. My dream was to earn a living by writing and travelling, and I'm now living that dream..."

At this point we have a question for you all: *«are you living your dream right now?»*.

While we're waiting for the book that tells the story of this epic voyage to be released sometime in 2018, why not go and find out more about Paul and Guus' adventures at:

<http://guzzigalore.nl/>

or on the video channel

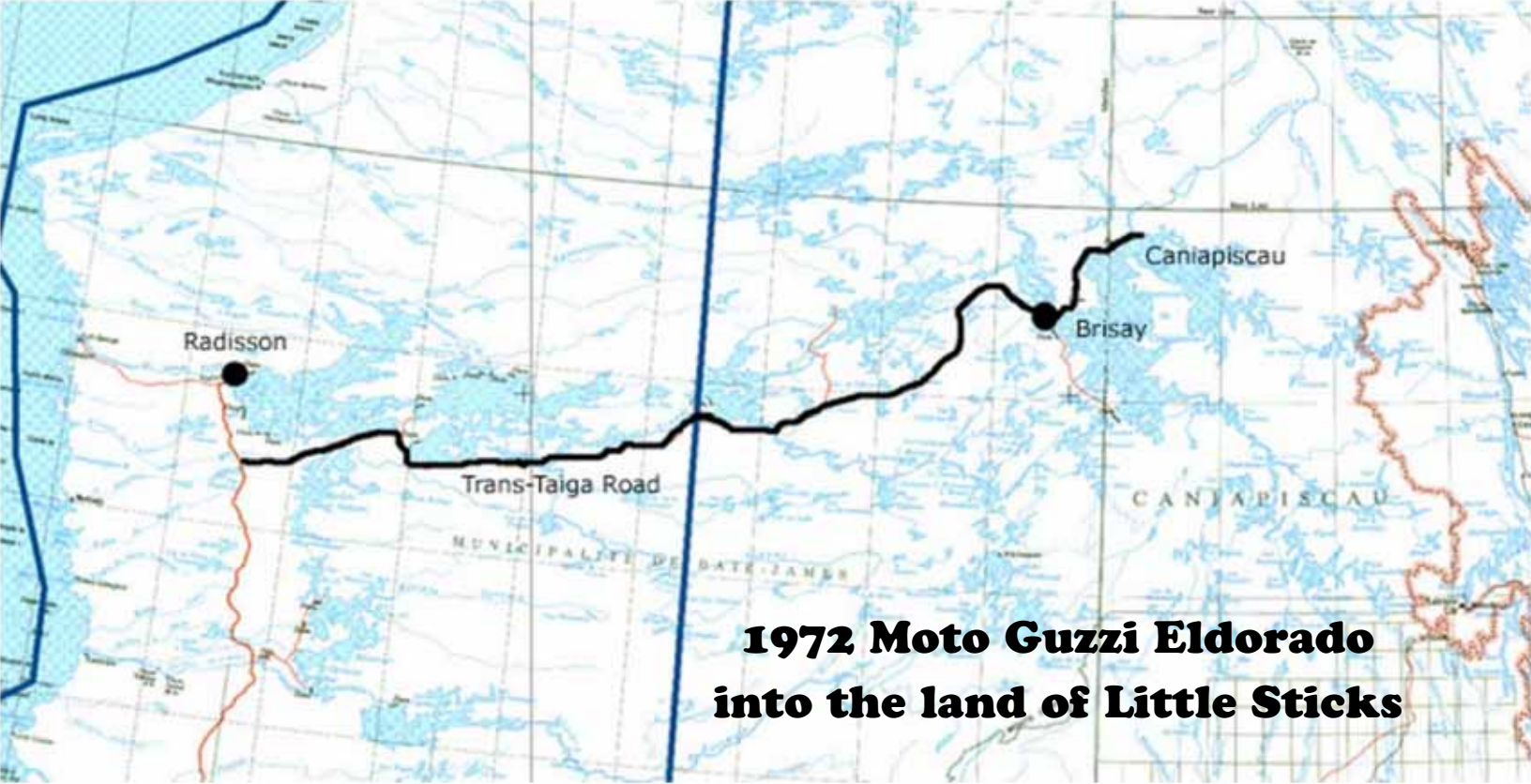
<https://vimeo.com/user60129016>

However, the quickest way to keep up to date on what Paul is getting up to is to follow his Facebook page

<https://www.facebook.com/paul.v.hooff>







1972 Moto Guzzi Eldorado into the land of Little Sticks

It was a simple plan: take a 42 year old Moto Guzzi Eldorado to the end of the most northerly road in eastern Canada, at which point we would be at the furthest point by road that one can get in North America from any public settlement (village, town etc.). Although I almost always travel alone, on this occasion I was accompanied by Norm on his KLR.

The Trans-Taiga Road runs for 666 kilometres (410 miles) from the James Bay Road, east across the centre

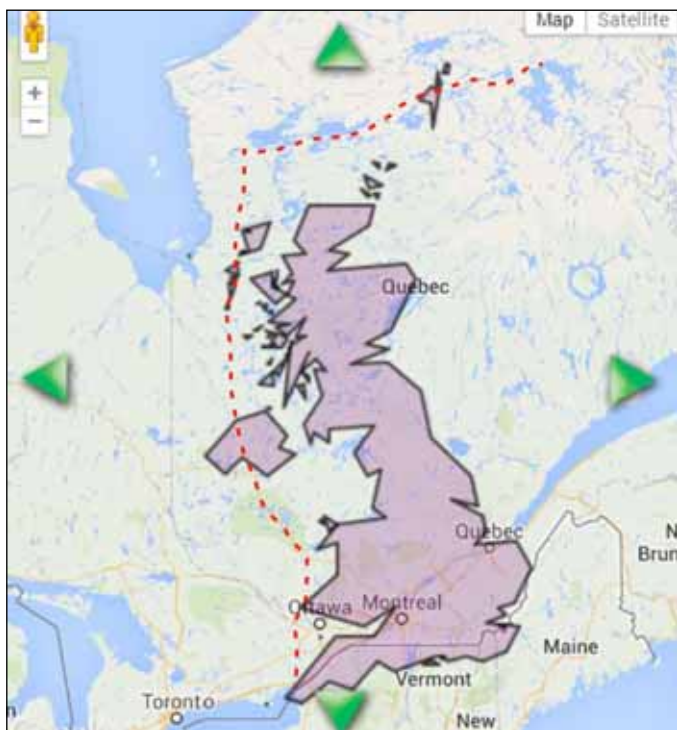
of northern Quebec to the Caniapiscou reservoir, which is part of Quebecs huge hydro electric James Bay Project. It is a gravel road throughout its entire length. You can read more facts about it here <http://jamesbayroad.com/ttr/index.html>.

First though, a little context.

Quebec is huge. Its twice the size of Texas, six times the size of the United Kingdom and if plonked on top of the United States, would stretch from the Gulf of Mexico to the 49th Parallel (if you dont believe me, try it) <http://overlapmaps.com/index.php>. The northern part of the province has an incredibly low population density, with about 30,000 people clustered in a few coastal villages: there are more than twice that number of black bears.

Most of the terrain is low, with areas of till plain, a few low rocky hills, and vast numbers of lakes, rivers and bogs. It looks as though the Wisconsinan Ice sheet left the day before yesterday. In geological terms, it did. The trees are stunted and sparse: taiga is the sub-arctic interface between the Boreal Forest and the true Arctic.

To get to the Trans-Taiga Road, you ride up the James Bay Road - itself an isolated and uninhabited 620 kilometre (388 mile) highway. It is fully paved the whole way. Ive described that road before <http://wildguzzi.com/forum/index.php?topic=55178.0>, so I wont bore you with much about it here. Suffice it to say that by the time you have reached where the Trans-Taiga leaves the James Bay Road, you are





1600kms (1000 miles) north of Toronto. Its a long way!

Norm and I met as agreed on Sunday morning at 6:30. Well actually, I was at the agreed intersection at 6:15 while he didnt turn up until 6:35, not that it irked me or anything.

His KLR was vastly overloaded.

What on earth have you got in there? I asked, looking at his vast plastic panniers and top box and bags strapped all over.

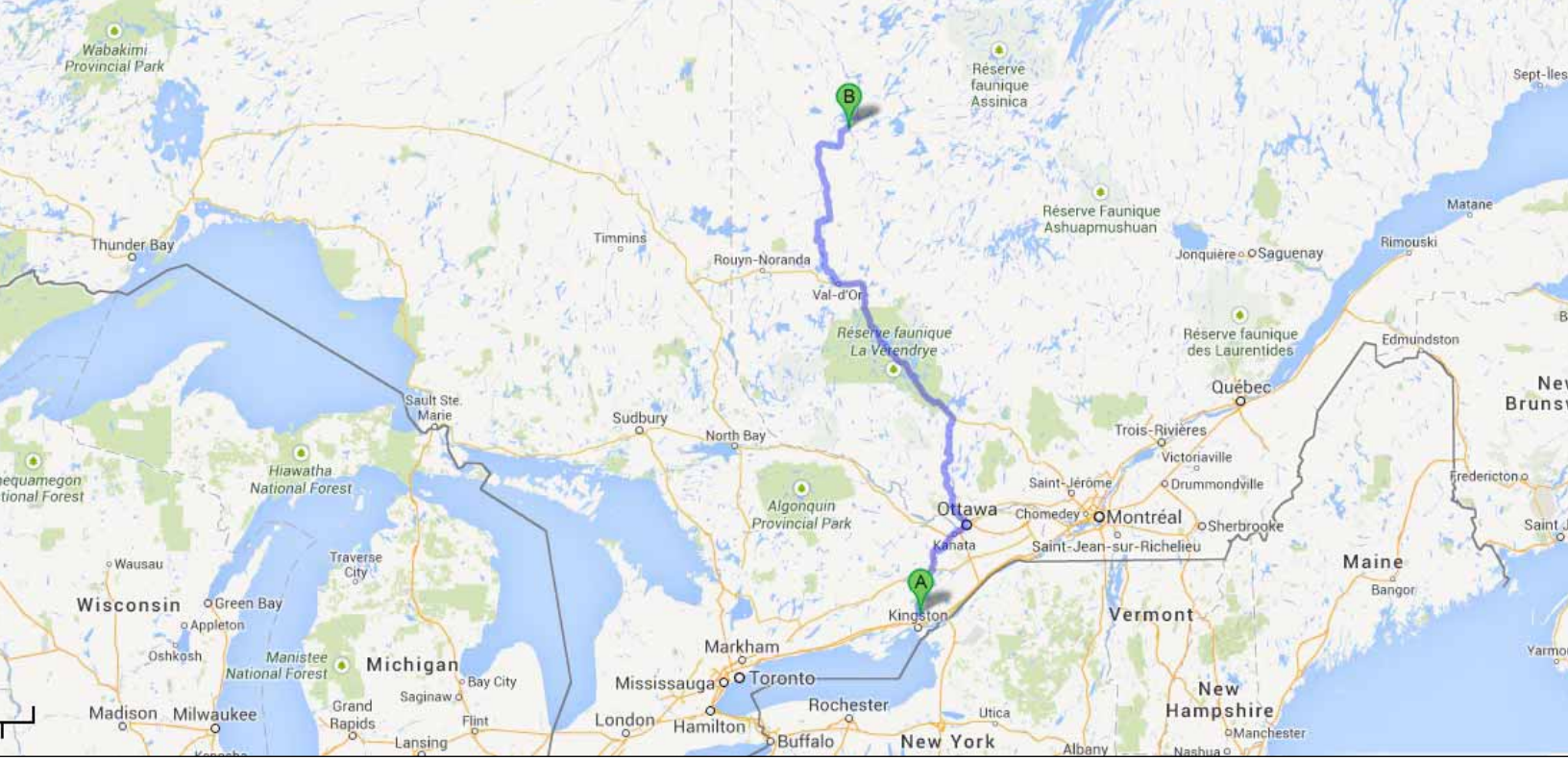
Oh, just a few things..... I suspect the all-up weight of our bikes was about the same, even though unladen, the KLR is about 150lbs lighter than the Eldorado.

The first day rolled by uneventfully. We stopped a few times for all the normal reasons.

As well as for some sight-seeing and for leg stretching and minor adjustments, but mostly, we hummed along on empty highways until we reached Matagami, 821 kilometres (510 miles) later.

Norm likes to be in bed before the sun goes down, so after polishing off a few beers, we both hit the sack.





The James Bay Road starts at Matagami and ends at the small village of Radisson. At kilometre 381 there is a gas pump, cafeteria and some rudimentary lodging. That's it! There are no communities, no shops, no gas stations. Your credit card and cell phone won't help you here.

If you don't have it with you, you don't have it.

There are a few First Nations camps in the bush, but these are only occupied from time to time and there are no permanent dwellings.

There are emergency phones along the route but they are intended for real emergencies. I can imagine you would get a frosty (and expensive) reception if you called saying you'd run out of gas or you'd forgotten to bring Kleenex.

You must carry enough gas to make it to 381 so it's best to fill up in Matagami before setting out. The kind folks at the Quebec government registration building at kilometre 6 will check to see if you are adequately prepared.





381 Cafe



381 Accomodation

I know for a fact that my Eldorado will travel 376 kilometres from completely full to drained dry. Last time I rode the road, I ran out - but fortunately had more with me.

This time getting to 381 was just the beginning. There were places ahead where we needed even greater range.

Forest fires are a natural part of the cycle in the Boreal Forest. By the time we reached 381, we had been travelling through burned land for more than an hour.

It took at least another hour beyond 381 to get back to country that hadnt been completely devastated by fire.

It didnt matter how far one could look in any direction all was burned and blackened. Somehow 381 had been saved. All else was devastation.

One can only imagine the toll on wildlife.

Along the James Bay Road one crosses a number of major rivers, now sadly diminished by having their natural flow diverted so that Quebec can sell power to New York. Its too high a price - turn your darn lights out! They are still fairly impressive however.

Most of the time though, you are just barrelling along between the trees, maintaining a steady speed while watching for the innumerable, 6 inch high frost heaves or 6 inch deep gullies where the roadbed has subsided. Although there is a nominal 100kph (60mph) speed limit the likelihood of encountering the police is incredibly low. In practical terms, however, even riding at the limit barely gives you much of a chance to brace for the next big jolt.

At various places along the James Bay Road there rest areas and informative signs. Unless you read French or Cree syllabics you are out of luck though. In this part of





Much of the time, this is what you see - hours and hours of it. You either love it, or not.

the world, the Quebecois speak French - they may have a smattering of English, but often not. The Cree speak, well, Cree, but because of their early history with English fur traders in the James Bay/Hudsons Bay area, most also speak English.

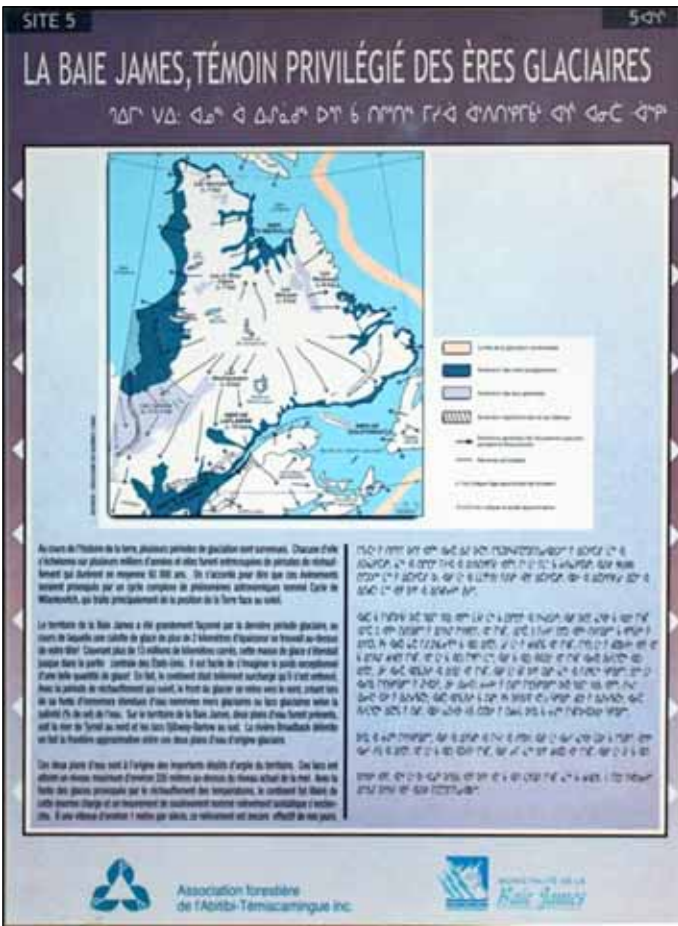
Norm, do you have anything to clean my visor?

I thought you said Id brought too much stuff he said, handing me a cloth and a can of Pledge. *That will cost you a beer.*

Norm had been happy to ride behind me so that when I wanted to stop to take pictures he could pull over as well. I tend to take quite a few pictures, and what with fiddling with two GoPros and various mounts and attachments, this had the capacity to wear thin very quickly.

It didnt seem to bother Norm at all. He was quite content to pull over and wait, no matter how much fussing and fiddling I was doing.

After a long, 560 kilometre (348 mile) slog up the James Bay Road, we finally reached to junction with the Trans-Taiga Road.





and spent a little time preparing ourselves for the gravel ahead.

Although the surface was fairly loose and dry, it looked like just another gravel road - although admittedly quite a long one. The last time we had been able to fill up had been back at 381, so we had already eaten up 179 kilometres (111 miles) worth of gas by the time we



reached the junction. The next available gas was 358 kilometres (222 miles) to the east at the Mirage Outfitters. Apart from what I had left in the tank, I was carrying two 10 litre jugs on my rear rack and another 5 litres in the pannier. Norm was equally equipped. We were good to go.

I have developed a level of comfort in travelling to remote places alone. I can definitely get myself into a predicament, but so far, at least, have managed to extricate myself too. Having someone else along totally changes the dynamic. Whether its true or not, one inevitably feels some sense of responsibility for their safety and well-being. You can imagine then, it has to be a fairly special person to a) want to undertake such a journey, b) want to do it with me, and c) have the experience and fortitude to do it.

Fortunately Norm has all those qualities. He's a lifetime rider. Has ridden hundreds of thousands of miles and all over the continent, including to the Yukon and Alaska. Furthermore he's an acknowledged mechanical guru - a person to whom people turn for help to solve the unsolvable. Apart from all that, he's an all-around good guy, and remarkably spry considering his advanced years. I didnt have any concerns about his riding skill - indeed, his level of comfort once the going got rough was way beyond mine.

On the way up the JBH we had noticed a few snow patches in the bush. Once inland on the Trans-Taiga,





the rivers were lined with snow and ice and the large lakes were still icebound, although it was largely gone from the hills.

That evening, we stopped at kilometre 203 (mile 126) along the Trans-Taiga where the Municipalité de Baie-James have established a free rest area and camp



site at the crossing of the Pontois River. There was nobody else around, of course (indeed, we hadn't seen a single vehicle since leaving the James Bay Road), and we spent a delightful night, lulled by the rapids beneath the bridge and the grinding ice in the river below.

We awoke to clear skies and a healthy frost.

From the James Bay Highway to Mirage is 358 kilometres (222 miles) of which we had already ridden almost two thirds the previous day.

The riding was fine with some serious provisos: although traffic is sparse, what traffic there is consists of heavy trucks and Hydro Quebec pickups, all driven at high speed because of the distances involved. It is Hydro Quebecs road - used to service the various dams and installations along the route. It is not a public highway. Mere sightseers like us are tolerated at their discretion.

The problem for two wheelers is that the trucks all drive the same line. The inner surface of every curve quickly becomes bare and hard packed while the outer radius is loose and deep. One's inclination and tendency is to choose the bare line, with the very real danger of meeting a truck head-on, or if you see it in time, suddenly finding yourself running too fast into the loose stuff. Plenty of opportunities for pucker moments.





Nevertheless, for the first 100 kilometres (60 miles) or so, everything went well. From time to time I would indicate for Norm to pull over so I could take a photograph, but the rest of the time we hummed along nicely.

The only vehicle we passed that morning was a white Hydro Quebec security SUV with a young lady at the

wheel. I could tell she was a bit surprised to see us (and us too for that matter), especially since I'd been crowding her side of the road around a shallow bend and had needed to quickly adjust into the loose stuff so she could speed by. I may have wiggled around a bit as the tyres squirmed on the gravel, but nothing too out-of-control. But it didn't really surprise me to see her



pulling to a halt behind us, with her overhead flashers going, as I was fiddling with the camera at the side of the road.

It must have been a bit intimidating to engage two big, male riders in the middle of nowhere, but through extremely broken English, she managed to make it clear she was not happy to see us, was very concerned for our well-being, and had both the authority and inclination to forbid us to ride further because of the road conditions beyond LG4 (one of the dams). At the time we met her (at about km250) we didnt see a problem as the riding was fine, so we told her we were on top of things and promised to be careful.

Reluctantly, she let us proceed and wished us well, more, I suspect, because she realised that we wouldnt have enough gas to back-track unless we went on to Mirage Outfitters first.

She was right. Beyond LG4, the road surface consisted of about four inches of freshly laid and graded gravel. It was all completely loose and a nightmare to ride on. Those last 50 kilometres (30 miles) to Mirage were a nightmare of squirming and sliding. Its a minor miracle that neither of us came off: the road surface was demanding so much concentration, it was no longer enjoyable.

Norm has a lifetime of gravel riding under his belt, but he was no better off on his KLR than I was on the Eldo - it was just plain nasty. Someone with more highly

developed skills and an unladen bike might have found it OK but I doubt it and I don't think different hardware would have made a scrap of difference.

Although it was only late morning by the time we reached Mirage, we were ready for a rest.

The bottom line is that for us, the ride in to Mirage was enough. To carry on any further for the dubious distinction of having been to the end of the road, would have been foolhardy and dangerous. Im usually more than foolhardy enough for most people, but on this occasion, discretion was definitely the better part of valour. Lest you think we were being too wimpy, take a look for yourself

www.adamsheritage.info/images/tt/P5200028.MP4

The Mirage Outfitters caters to the kind of people who simply must travel north to kill a caribou (I suspect them of being a testicularly challenged sub-species). When its not caribou season, fishermen and Cree hunters take advantage of their excellent facilities and hospitality. They have a French chef! Food and accommodation are not cheap - but worth it.

On their way back from goose hunting, a local Cree family had shot a bear. The dad explained that this was a really important thing for them as the black bear is a sacred animal. There were important ceremonies to be performed and that virtually every part would be eaten or used. I have no objection to that kind of hunting.

While we were at Mirage we had plenty of time for some running repairs. One of the bolts holding my panniers had vibrated off. At first I thought of making a temporary fix with a zip tie, but.....

Norm, you wouldnt have any spare nuts and bolts would you?

Imperial or metric? Do you need wrenches too?

In the end we found a suitable bolt, a locking nut and some washers in his travelling hardware store.

That will cost you a beer.



Our journey back to the James Bay Road was relatively uneventful. Despite the slippery gravel, we managed to ride the 358 kilometres without either of us falling off, although there were definitely a few moments. Even on the inbound journey we had noticed that my rear tyre was a bit soft. I carry a 12 volt pump but peculiarly, sometimes the tyre would inflate nicely to 25lbs - other times I could barely get it above 18. Norm thought this was a real problem while I was less concerned.

What if you have a blow out and wreck the tyre?

I'll put the new tube in and run on it anyway

He gave me one of those looks, we pumped it up again and headed for Radisson.

The James Bay Road has some long sweeping curves which we were riding at between 95 and 105 kph (59-65mph). The Eldorado waggles her a tail a bit under the best of circumstances, especially when I'm carrying a bit of fuel on the rack, but she started to feel a bit wobbly, even beyond my level of insensibility. I signed for Norm to take a look at my tyre and was given an authoritative thumbs-down. I pulled over quickly.

For some reason the pump seemed reluctant to get any air in the tyre - I assumed the pump wasn't working properly. We manage to get the pressure up to 18

pounds, but since we were almost within sight of Radisson, decided to make the last couple of kilometres.

We didn't. Just 1 kilometre short of the village, the tube let go. Norm was concerned that the tyre was wrecked, but fortunately it was still fine, if a worn and square from running with low pressure for so long. Within a couple of minutes we had the bike on its side, the wheel off, tube out, the new tube in and managed to get the failing pump to provide enough air to get to the village. It was an interesting end to a long hard day.

No matter how hard we pumped, the air wouldn't stay in.

From the way the tyre had been behaving, I'm assuming the nail had been in there all the way to Mirage and back - over 700 kilometres on the gravel, only to let go within sight of civilization.

Good old girl.

The last couple of days were basically a rewind of the first two: the long haul back down the James Bay Road to home. After an early breakfast, we were on the road by seven heading due south. You might think that endlessly droning down a highway lined with stunted trees, with few stunning views, no outstanding scenery and almost no other distractions would get boring. It hasn't become boring to me. The smell of the air, the



The right wrenches, a couple of tyre irons and a new tube.



The culprit



Lay her down and fossick with her rear end.



Norm's idea of a joke - guess who did the work!



Beer and a free campground in Radisson after another long day.

sound of the motor and the unfurling of the road ahead all have their charm - and anyway, you are far too busy trying to avoid having your hips jammed up between your shoulder blades as you hit yet another enormous frost heave.

As before, I stopped from time to time to take a few pictures: a few more pictures of burnt forest, another river, a Cree hunt camp, whatever caught my eye.

After one such stop, I turned the key, the dash lights lit, but the starter didn't crank. Norm looked a bit worried. I leaned over, wiggled the spade fitting at the solenoid a couple of times and turned the key again. The Eldorado burst into life once more. Over the sound of her steady idle, I turned to Norm and said:

Its one of the advantages of knowing your bike.....

He probably thought, pompous git, but he knew what I meant. Of course in Norm's world, that dodgy electrical contact would have been found and fixed long ago and would never have given him trouble.

At another one of our stops - and I can't remember exactly how he phrased it - Norm made some comment about the low, bedrock hills being the ancient bones of the earth.

Meanwhile, I was looking for an opportunity to photograph another odd phenomenon I had noticed. This recently deglaciated landscape is laced with low eskers: the beds of former rivers and streams running

across the glacial ice. When the ice melted, the river bed - rocks and all - was deposited as a linear rock pile. These features often snake for miles across the landscape.

The forest fire had removed all the surface vegetation and soil, leaving the river bed rocks exposed and visible.

We made it to Amos that night - another 800km (500 mile) day. After a few beers we both slept well. Even my snoring didn't keep Norm awake.

Our last day was going to be another long one. I'm a bit tall for the screen on the Eldorado so I had been suffering a bit from wind blast all week. I usually have a section of visor bolted on to deflect the air but for some reason I had left it behind. A bit of pizza box and some of Norm's industrial strength camo tape did an elegant and effective job. It's a bit Red Green but it worked. I think it cost me another beer!





Abandoned farm in the Pontiac Region, just north of the Ottawa River

By the time we reached the Ottawa River and the border between Quebec and Ontario, the skies had darkened with small thunder clouds. The rain was sporadic and hard, but blissfully warm. After days of endless sunshine and blue skies it was almost a relief.



One last stop a few miles from home.

Thanks for coming along.....

Nick

A few facts and figures



- Total days**
6
- Time off at Mirage**
0.5 days
- Total distance ridden**
3988 km (2478 miles)
- Total distance ridden unpaved**
716 km (445 miles)
- Average vehicles encountered per kilometre**
(Trans-Taiga) = 0.016
- Greatest distance between sources of fuel**
537 km (333 miles)
- Number of minutes ridden Dakar style**
0
- Pucker moments**
62
- Most northerly Latitude reached**
53° 47'
- Crashes**
0
- Breakdowns**
1
- Distance ridden with nail in tyre before it blew**
more than 600 kilometres (372 miles)
- Insect bites**
2
- Value of being places completely devoid of all human sound**
priceless



Posted on February 12, 2018 by Andrew Jones in PipeBurn.com

KEEPING UP WITH THE 'SMITHS Craig Rodsmith's Turbo Moto Guzzi V9

We've always been of the opinion that if an Aussie puts their mind to something, one way or another it will happen. And Victorian boy Craig Rodsmith is living, breathing, punk rocking proof that this is true. After relocating to the very un-Australian climes of North Chicago, Craig has garnered more than a little attention in American motorcycling circles. After the suitably gigantic splash that his now famous Moto Guzzi Dustbin Racer made at the 2017 Handbuilt show, his main thought was, "If only they could see the engine." Problem solved.

The words 'master builder' get bandied around a lot. But when they're used in reference to Craig and his bikes, you tend to think that they're more than justified. "I've been building bikes for almost forty years," says Craig, with the typical Australian lack of pretence. "I'm originally from Melbourne, Australia, but I've had a shop in Illinois for over twenty years now." As a kid he customised anything he could get his hands on, starting

with his '57 BSA when he was 12 years old. And yes, you did read that right.

A one-man-show and proud, Craig isn't the sort of builder to pull a team of specialists together to help him out. "I try to take care of every aspect of the builds myself, using mostly traditional methods and tools. Raw and polished metal is kinda my style," he notes. A quick thumb through his back catalogue reveals extensive



hands-on experience in bodywork, paint, fabrication, mechanical and electrical work across both bikes and cars.

The bike build was commissioned by Moto Guzzi as part of their V9 Pro Build series, along with scene bigwigs Untitled Motorcycles, Revival Cycles and Moto Studio. *“I decided I wanted to build a somewhat traditional style of cafe racer, yet still retain modern amenities such as ABS, traction control, fuel injection and the like.”* Based on a 2017 Moto Guzzi V9 Roamer, Craig calls it a ‘V9 Sport’, as it was inspired by the early 70s V7 Guzzi Sport, celebrated by fans as the brand’s very first cafe racer.

Because the bike was a brand spanker when it was rolled into Rodsmith’s shop, the back story here is about as interesting as a high school science teacher’s love life. But things get better from here on in. *“I started by stripping the whole bike down and removing all the factory black powder coating to reveal the almost flawless castings.”* then the Aussie hand-made the tank, seat and those snail secreting side covers. A biblical amount of polishing then followed, while the standard V9 frame was de-tabbed and powder coated in an ‘anodised’ red.

“It’s a Garret T15 turbo,” says Craig, nonchalantly. Quizzing the man for more specifics provides only a little extra gold. *“I wanted to wake the racer’s engine up a little. I also made the stainless steel exhaust and the aluminum intake plenum.”* Classic ‘speaking softly and carrying a big turbo stick’, we’d say. He goes on to say that, despite what you’d think about the complexities of plumbing a custom turbo setup, the hardest part of the build was hiding the bike’s electronics and wiring to keep it looking clean and lean.

“I would say my favorite part, even though it’s quite small, is the headlight brackets I formed to ‘flow’ over the top of the triple trees. The finished bike was debuted by Moto Guzzi at the Chicago International Motor Show this past weekend to an understandably welcome response.”



The Ontario Guzzi Riders



“It was great to get people’s feedback on the Friday before I headed out to the One show in Portland,” notes Craig. Here Craig was asked by Italy’s Rizoma to be part of their new ‘Behind the Build’ series, which was moderated by Miguel Galluzzi, who just so happened to have designed the new V9 itself, along with the Ducati Monster, Aprilia RSV4 and many other iconic modern bikes.

As you’d expect, Craig has left no part of the bike untouched. Trimming down an encyclopaedic list of goodies to something more digestible, Craig notes the new 50mm Marzocchi inverted front forks, Supershox rear springs, aluminum Excel rims with stainless spokes and Rodsmith-modified Moto Guzzi hubs and Pirelli Diablo Corsa tyres with a 120/70-17 fronts and a 160/60-17 rear.

The sugar on top of an already ridiculously good build came in the form of Aluminum and leather grips from Speed of Cheese Racing, some rearsets from Slipstream Cycle Works and a beautifully upholstered leather seat stitched by JB Seatz. And then he paused for a smoke. Yes, Craig’s Dustbin Racer Guzzi was amazing. We’d take it home and let it sleep on the bed beside us in an instant. But as for the bike we’d ride every day, rain, hail or metallic shine? It’d be the Rodsmith Sport for us every single time.





St. Thomas, On.

32nd ABC RALLY

May 19 - 22, 2017

32nd ABC RALLY

The Forest City Motorrad Club of Southwestern Ontario will be hosting its 32nd rally at the Springwater Conservation Area, in S.W. Ontario on May 19 - 22, 2017.

The Rally is located on Springwater Road, approximately 3 km south of Orwell (on Hwy 3), and east of St. Thomas, Ontario (N 42°45'01" W 81°02'00").

Admission is \$60 and **all motorcyclists are welcome!** This includes three nights of camping, showers, continuous coffee, campfire and door prizes.

- Friday has 4:00 p.m. setup and biker stew (contribute a can).
- Saturday's dice run (win a motorcycle jacket), is followed by an evening barbecue and entertainment.
- Sunday, tour Elgin County and take a wine tour.
- Monday, cleanup and farewells.

Contact:

Rich Stevenson, JOHNNYDUNDAS@GMAIL.COM

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2018 WEST NIPISSING RALLY

AUGUST 24th to 26th



at the Joli Voyageur Resort and Campground
95 Caron Road, Lavigne, just down the road beside the Lavigne Tavern

ALL BRANDS WELCOME

Pre-registration fee \$28USD or \$35 CAD

At the gate rally fee \$45 CAD

Includes Saturday hot breakfast and dinner and Sunday early continental breakfast.

Friday evening is Tavern night with burgers and brats and free musical entertainment.

Awards, door prizes, campfire, group rides and 50/50 draw.

Accommodation separate. Camping \$15 per night at the JV. Cabins available at the JV and other nearby sites. See website for details, also www.jolivoysageur.com
705-594-2813

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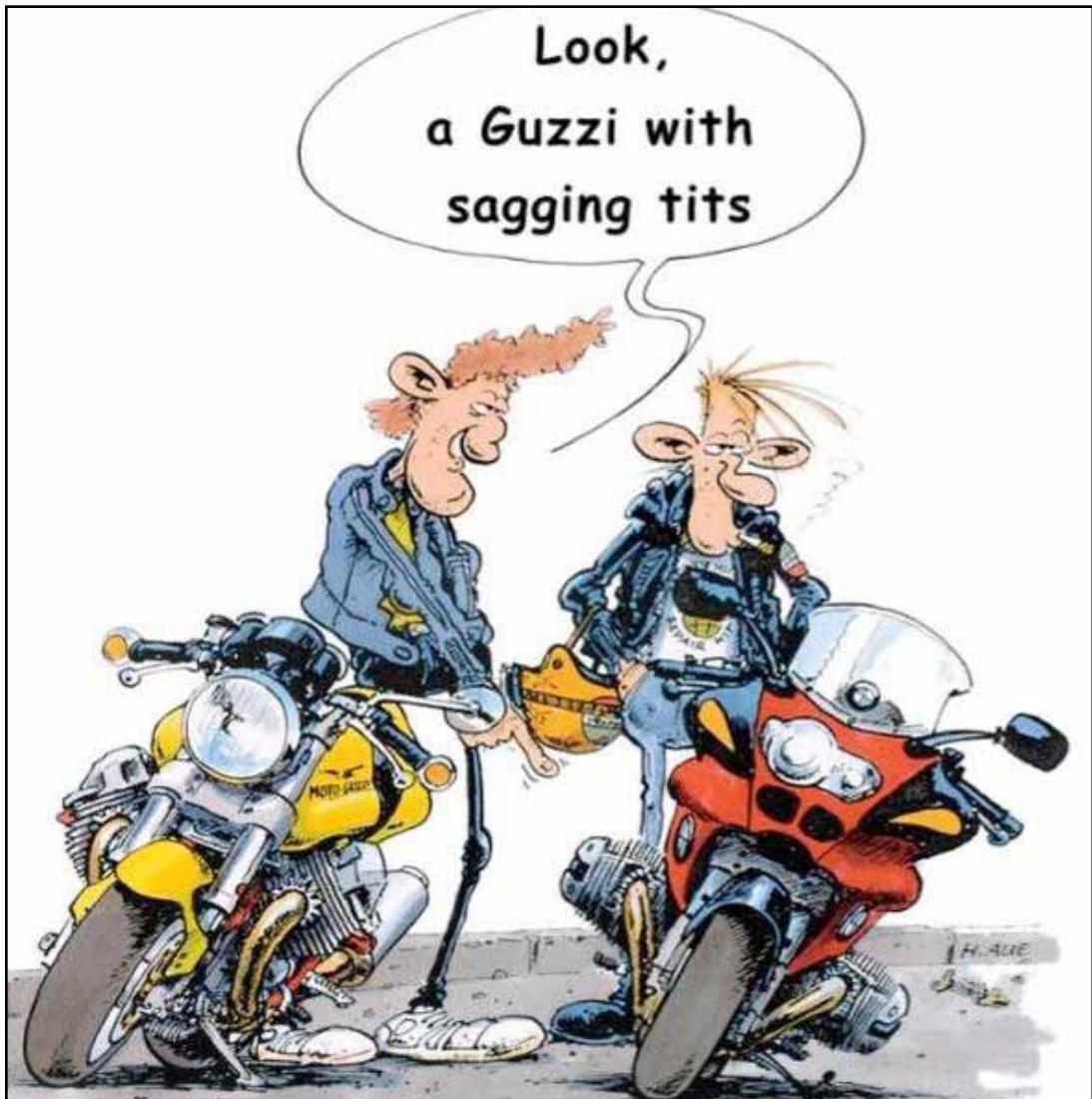
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