

## Moto Guzzi Revamps the "Nevada"



Nevada Base



Nevada Club

Since the acquisition of Moto Guzzi by the Aprilia Empire, no time has been wasted in refining the existing Guzzi models, adding some new ones, and generally boosting quality in every department.

Last year the top-of-the-range Guzzis impressed one and all when they were revealed at the Milan Show, but the ever-faithful 750cc Nevada, that had been part of the range for seemingly decades, was untouched. But now, the Nevada's time has come.

Moto Guzzi has now introduced two versions, the Nevada 750 Base and Nevada 750 Club. Both are almost identical, the Base with separate seats for the rider and passenger, and the Club with a twin-seat and chromed engine protection bars. Work has been done on

the 744cc (80 x 74) 90° twin engine, as well, adding new heads, clutch and gearbox. Forks now come from Marzocchi (40mm), no longer made in-house as before, while the rear suspension is also revised, including a new cast alloy swingarm. The brake systems are new, too—Brembo of course—with a 320mm single disc at the front and a 260mm disc at the rear. Intended as a soft and docile machine for the city, as well as for touring, power output is kept to a modest 49 hp @ 6200 rpm. The new gearbox is a 5-speed and, with the new clutch and shaft drive, a very easy ride. Tires are 100/90-18 and 130/90-16, fuel capacity is 16 liters (4.23 gals.) and dry weight 176 kilos (388 lbs.). Production is commencing now. —Doug Jackson

## Gilera Presses Its Attack on 125cc GP Championship



#84-Michel Fabrizio, #1-Manuel Poggiali, #31-Mattia Angeloni

The outstanding success of Manuel Poggiali in taking the 125cc World Championship for Gilera in 2001—the first "Crown" since Liberati took the 500cc Championship in 1957, has fired up the Italians to make an even greater effort in 2002, fielding what will be, in fact, three riders.

The team was announced only days ago, Poggiali is the official team rider for the Gilera factory and his job is simply to defend his title and hold onto it for 2002. Giampiero Sacchi is the Team Manager, very experienced, and will be aided by an enthusiastic team, including race engine specialist Harald Bartol and Chief Mechanic Mario Galeotti.

But, alongside Poggiali are two new Italian riders, Mattia Angeloni and Michel Fabrizio, sponsored by the Italian Motorcycle Federation—Team Italia—with factory support also coming from Gilera, these two will have their own dedicated mechanics.

The new 2002 race machines all have the same specifications, so it will be interesting to see how they measure up against each other in competition.

The 125cc (54mm x 54mm) liquid-cooled cylinder is inclined and fed by a substantial 39mm Keihin carburetor. Output 50 hp @ 12,500 rpm, and this is transmitted by a dry clutch to a six-speed gearbox. The frame is an all aluminum, twin-spar style with a

large fabricated swinging arm assembly. WP supply the suspension, a mono-shock at the rear and inverted 33mm forks up front. BBS produce the multi-thin-spoke alloy wheels which are fitted with Dunlop 9/58 and 12/59 17" tires. Dry weight is given as 70kg. (154 lbs.) and the bike is slowed by twin 200mm Nissin discs at the front and a single 190mm disc at the rear. Tank capacity is 12 liters (3.2 gal.).

The interest in the big four-strokes in this year's Championships is considerable, but don't overlook the smallest class, it could be just as exciting, and Gilera aims to be right in there with all three contenders.

—Doug Jackson

## CCM Now Suzuki-Powered

The CCM company had been using Rotax 604E power exclusively for many years. During 2001, with new investment and the introduction of the R30-model, CCM's production doubled over the previous year and more expansion was planned. Then Rotax announced that the 604E engine was due to be discontinued to make way for other production, leaving CCM high and dry without an engine source. But now, CCM has announced an engine supply agreement with Suzuki, assuring their future survival as well as the potential to use other Suzuki engine units in the future.



The 2002 CCM range is using the 644cc Suzuki oil-cooled single with 9.3:1 C.R., twin 32mm Mikuni carbs and CDI ignition, producing 53 hp @ 7600 rpm. It has electric start and a six-speed gearbox.

Six models are available, including the R30, 644 Dual Sport Supermoto, and the Dual Sport Trail (shown). All share the same duplex cradle frames, 43mm inverted forks, fully adjustable rear monoshock suspension, and Brembo braking, with 320mm or 260mm front discs (on the Dual Sport Trail) and 220mm units at the rear. Standard fuel tanks hold 2.65 gals., and the dry weight of all models is 302 lbs.

Now with a reliable supply of engines, CCM is looking to expand production again this year, and that should not be a problem.

—Doug Jackson

## Highland's Super Supermotard

The Highland company came into being in 1997, and in November last year their 950cc 60° V-twin Outback model went into production. Now it has been used as a basis for this new "Motard," as they call it. The 950cc (95mm x 66mm) DOHC 4-valve engine is fuel injected and controlled by an SCS engine management system. Output varies according to the tuning, but currently it can range from 70–100 hp. The gearbox is a six-speed, and naturally there's electric starting. Updates for this year include new cylinders and pistons, electric starter, clutch, generator and improved lubrication to the crank. The frame is chrome-moly rectangular steel tube, very stiff and narrow, fitted with WP suspension; 50mm front forks and a monoshock at the rear with 300 and 280mm wheel travel, respectively. Braking is provided by Brembo with 300mm and 220mm discs front and rear. Weighing in at 165 kilos dry (363 lbs) this new "King-sized Supermotard" should be fun in abundance!



—Doug Jackson

## KTM Special Editions

KTM has often presented "Special Edition" models in the past, and 2002 seems to be no exception. But, this time, instead of offering just one machine, they have come up with three, all LC4 640cc, single powered, each based on the latest 2002 models and available from the beginning of May.

Built for the street rider, the 640 Duke II (above) comes in Arctic White and Black. It's an eye-catcher for sure, and like the other new models, has the new case-hardened crankshaft, new oil circuitry and new front downtube for easier oil filter access.

Supermotard fans are offered the LC640 Supermoto Prestige in Yellow and Black (right). A very distinctive machine, it's fitted with 17" wheels, the alloy rims being black anodized. Handguards are fitted as standard, too.

Finally, for off-road riders, there is the LC640 Sixdays, similar to the Supermoto Prestige, painted in yellow and black. It has the frame of the LC4 625 Super Competition, with WP forks, alloy engine guards, hand protectors, etc. A particularly attractive package and possibly to be the most sought-after.

—Doug Jackson



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