

Ghezzi & Brian's Latest Moto Guzzi Specials

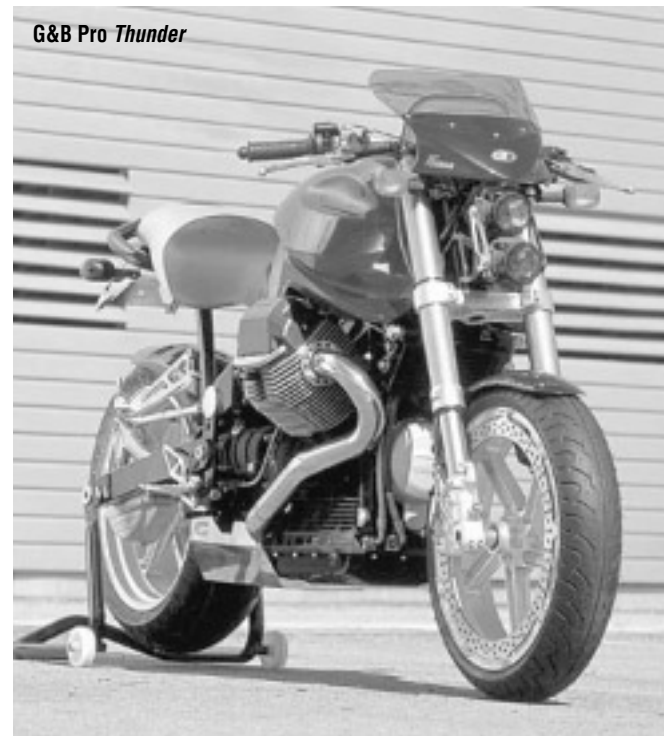
Italy's Ghezzi & Brian is a small outfit always concocting outrageous Guzzi-powered machines. At the last Milan Show, they presented their new *1100 Furia*, and few visitors will forget that one.

Since that time considerable progress has been made, and a new race model has been produced in honor of the U.S. AMA Pro-Thunder series, featuring the likes of Ducati and Buell. The *Pro-Thunder* uses the existing Supertwin frame, but now it houses a 4-valve Guzzi motor boosted to 1225cc and producing 130 hp. OZ Racing forged aluminum wheels are fitted, and cooling is aided by an oil-radiator mounted inside the fairing. Just one example of the bike exists at this time, but G&B will produce more if asked.

The *Furia* is now in production, built to order of course, and demand has persuaded the company that it needs larger premises to

fulfill the orders. Its special OZ Racing wheels are as light as magnesium by virtue of the fact that the aluminum is forged. Standard finish is silver, but now orange/silver and blue/silver are also available.

The *Folgore* is an uprated version of the *Furia*, still 1100ccs but with race-standard exhaust systems and electronics, an Ohlins rear shock, and gold OZ Racing wheels, the rear 5.5" wide. Altogether, a trio of very desirable machines. —Doug Jackson



Ducati Moto-GP Bike Unveiled

One glance will tell you that it is a Ducati. The signature dual underseat exhaust was chosen both to relate the bike to Ducati heritage and to reduce drag. From the looks of the image, the exhaust also serves as support for the seat, replacing the standard trellis subframe. Of note as well is the lack of a single-sided swingarm. Rumors have persisted that the 998 superbike swingarm is too heavy and lacks the rigidity necessary to handle the power of the Desmosedici. The backbone of the bike remains the signature trellis frame, supported up front and in back by Ohlins suspension. Brembo monoblock calipers grip the carbon front rotors.

The shape of the fairing is the work of F1 designer Alan Jenkins and was developed from extensive wind-tunnel testing. The new machine was publicly unveiled during



the Italian Mugello GP race week at the end of May.

Troy Bayliss, Ducati's WSB Champion, has been rumored as the Ducati Corse's #1 MotoGP team rider, and speculation is that Max Biaggi (now with Yamaha, but who

might bring lucrative Marlboro sponsorship with him) or perhaps Kenny Roberts Jr. (with his extensive development background at Proton and Suzuki), will be the second rider.

The latest report is that the 989cc engine runs reliably to 14,000 rpm with 18,000 possible, and is making 220 hp, for a claimed top speed of 200+ mph. The weight is said to be on the class minimum of 145 kg (319 lbs.) It was also revealed that Ducati has just filed a U.S. patent for an innovative active rear suspension! The factory has reported that 50,000 hours of work have gone into the new machine so far. Twice that many more hours are expected to be invested before the machine makes its racing debut at Suzuka in 2003.

—LT Snyder

Mondial Piega In Production



The engine unit comes from Honda and is basically the 998cc RC-51 unit, but with modifications made by Mondial. The 8-valve DOHC V-twin has a 10.8:1 compression and uses Mondial's software to run the injection system (using 54mm throttle bodies). It is producing 140 hp @ 9800 rpm, with a torque of 73.8 lb. ft. @ 8800 rpm. Like the RC-51, the gearbox has six ratios and the clutch is Honda's standard wet-multiplate unit.

Every part of the bike exudes quality, and the bodywork and general componentry is no exception. Carbon-fiber is used extensively, for the fairing, mudguards, seat unit, etc., although the tank is in light alloy carrying 5.3 gals. of fuel, but replaceable with a carbon version for racing.

Control levers and all metal components are in Ergan light alloy. The exhaust system very unobtrusively exits at the rear of the carbon-fiber seat unit, but this can be replaced with a titanium unit if required. Likewise, the wheels can be swapped for magnesium items, reducing still more the standard, but very respectable, dry weight of 179 kilos (393 lbs.).

The standard finish is silver and blue, just like the Mondials of old, but the buyer can also have his masterpiece in all black carbon-fiber. The handling of the Piega is said to be to race standards as delivered, and emphasizing the purposeful attitude, there is no provision for a pillion passenger.

Mondial plans to produce just 250 handbuilt units per year for riders wanting something very special, priced at 30,000 Euros (approx. \$27,900 U.S.). Roberto has achieved his dream very rapidly, and early reports are that the performance and handling of the pre-production prototypes is second to none. Well done.

—Doug Jackson

THE FIRST PROTOTYPE of the Mondial "Piega" made its debut at Intermot in 2000, and was immediately hailed as one of the stars of the show. Sadly, it often happens that the most exotic prototypes appear at an exhibition only to soon disappear forever. But Munich was not to be the last of the new Mondial.

Mondial is one of Italy's great racing names, and found fame on the GP circuits of the world alongside legends like Gilera, MV Agusta and Moto Guzzi, eventually closing its doors in the late 1970s. The fabled name, waiting to be re-born, was acquired by arch Italian enthusiast Roberto Ziletti, a wealthy industrialist with an undying determination to make exotic high performance motorcycles. Roberto started his work with a small team of engineers in 1999, and now, three years later, the final pre-production prototypes have hit the road. The first deliveries of production Piegas to their new owners is imminent.

Roberto owns 75% of the new Mondial company, and throughout the development has played a major part in every facet of design...even high-speed testing. The photos show him with his new bike, putting it through its paces. Every motorcycle company should have a President like this one!

The rolling chassis is a TIG-welded chromoly-vanadium trellis, with a wheelbase of 56" and 46mm inverted forks, made by Paioli to Mondial requirements, fully adjustable with 4.7" of travel. The rear monoshock is Ohlins but incorporating a Mondial design reservoir and again fully adjustable, providing 4.5" of wheel travel. Wheels are 5-spoke, made by Mondial in light alloy carrying 120/70ZR17 and 181/55ZR17 tubeless tires and arrested by two 320mm front discs with 4-piston calipers, plus a single 220mm unit at the rear with a twin piston unit. The brake pads are sintered items.



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