

Moto Guzzi Bellagio – Test Ride



How I reinvent the concept of Custom for you

Moto Guzzi Bellagio – Test Ride. **Bellagio** – The Piaggio Group is also in seventh gear. After a 2006 marked by innovation, the Pontedera brand still doesn't seem satisfied and is looking to 2007 with the same energy and determination. The protagonist, this time, is Moto Guzzi: a name famous throughout the world which owes its now official, complete rebirth to the Piaggio Group.

What's missing from the Moto Guzzi range? This must have been the question that Engineer Restelli - project manager - and Luca Scopel - designer - asked themselves. It's difficult to answer, after all Moto Guzzi covers almost all segments: naked, sports, super sports, Custom and Gran Turismo. So what to do? Nothing could be simpler: a new model is invented that brings together distinct philosophies, thus creating a unique and exclusive product worthy of carrying the silver eagle on the tank.

Strong connection with the origins Let's start with order: the name. The new Moto Guzzi branded creature takes the name of Bellagio: a wonderful location located at the tip of the "Larian Triangle", the ideal meeting point between Como and Lecco. Just as Bellagio unites the two most important cities of Lake Como, so Moto Guzzi Bellagio unites the two most important segments of the silver eagle manufacturer: that of naked bikes and that of custom bikes. Typical Custom lines

blend with a chassis that winks at the sporting world of naked bikes. A low, set-back two-up seat on the rear welcomes the centaur's regal backside, while a drag bar pull back handlebar just waits to be tightened vigorously by a pair of leather gloves. The visual impact is difficult to describe. The clear objective is to undermine, or at least worry, the queens overseas. Taking this as a starting point, Moto Guzzi Bellagio presents a somewhat minimalist style, made up of simple solutions that leave ample space for the chrome in a real clash of glitter. The general line appears somewhat "rounded": with a generous teardrop tank followed by a narrow and softly shaped saddle. Everything then culminates in a slender and arched frame that closes in a small oval headlight.

Password "V of 90°" The moment Moto Guzzi decides to change its engine, many hearts will stop beating. Don't worry, this was not an attempt to sugarcoat the pill, for the moment there is no intention to change the heart of Moto Guzzi. In fact, it is always housed under the tank: the classic 90° transverse V-twin, but, as per tradition, revised for the occasion. New model and obviously new dimensions: the new evolutionary step thus brings the twin-cylinder from Mandello del Lario to 935.6 cc and a maximum power of 75 HP at 7200 rpm. The dual spark plug ignition and the injectors placed directly on the intake manifolds also contribute to boosting performance; all obviously in compliance with Euro3 regulations.

Sports riding Custom in appearance, Moto Guzzi Bellagio proves to be much closer to the world of naked bikes once mounted on the saddle. First of all the setup: low saddle, wide handlebars not too far from the rider, and slightly set back and high footrests which allow for a sportier and more dynamic ride than that typical of Customs. Seen parked, the first impression you get of the handlebar-seat-footpeg triangle doesn't seem to be the most comfortable thanks to the pronounced isosceles shape which seems to penalize the knees quite a bit. Sitting in the saddle however, the music changes. The position is always a little sacrificed, but much more comfortable than it might seem at first glance and immediately gives an excellent feeling with the vehicle. Giving voice to the Mandello twin-cylinder, you immediately appreciate the excellent balancing work. Moto Guzzi Bellagio, at idle, greatly limits vibrations to both the handlebars and footpegs, but even during acceleration everything remains within very appreciable limits. Once underway, the 224 km of Moto Guzzi Bellagio disappear like the thoughts of the Centaur. The chassis immediately reveals its more sporty rather than custom nature. Despite its size, Moto Guzzi Bellagio proves to be very agile and intuitive, right from the first corners.

As far as delivery is concerned, the Mandello twin-cylinder offers a very linear and progressive torque curve, absolutely accommodating even at minimum speeds without annoying jerks, with the typical "on/off" effect practically non-existent. Just apply the gas and the engine rises roundly, progressively and very vigorously, excellently supported by an excellent precise and smooth gearbox.

Custom in shape, the chassis choices instead lead to a vehicle with a precise sporting connotation. In fact, just a few turns are enough – sadly in the wet – to understand that Moto Guzzi Bellagio loves to dance around the hairpin bends. Thanks to the high footrests, extremely high lean angles can be achieved - especially for the category - excellently supported by the Metzeler covers. A 120/70 tire mounted on 18" spoked rims works at the front, while a 180/55 "dinghy" fitted with a 17" rim works at the rear. Compared to its direct competitors, Moto Guzzi Bellagio offers an edge when it comes to the braking system. In fact, usually only a single disc brake works at the front and it is not of very generous dimensions. In this case however, the task of slowing down the ardor of

the Mandello twin-cylinder is entrusted to a pair of discs with a diameter of 320 mm, a very important value capable of guaranteeing powerful deceleration.

The asphalt is then filtered by a fully adjustable fork with 45 mm stanchions and a rear single-sided swing arm with progressive leverage, operated by a shock absorber that is also fully adjustable. A few clicks and the bike is completely transformed. With just a few adjustments, Moto Guzzi Bellagio completely modifies its response, going from a comfortable sofa to a significantly more rigid set-up that is well suited to a slightly more aggressive ride.

Ready for anything, Moto Guzzi creates the bike that wasn't there: an excellent compromise between the comfort and charm of Customs, with the grit and fun typical of the world of naked bikes. The Mandello twin-cylinder is increasingly proving to be the most flexible engine there is: capable of creating, from the same "base", engines that are as similar as they are different, but still always suitable for the occasion. Available only in the Coal Black color, Moto Guzzi Bellagio costs 11,440 euros turnkey, but the list of available accessories is already so extensive, that it will be difficult not to spend much more!