



Samarate, 30 settembre 2011

MAGNI at Bol d'Or Classic 2011: a success beyond all expectations

The 7th place gained after the two manches gratifies all the efforts made by everyone who lived this fantastic experience; racing out of ranking, as arranged with the organization, can't belittle the result achieved.

The participation in Bol d'Or Classic wanted to support the Magni owners meeting, organized by the "Magni Bayern Club department France" as a side event of the race.

As soon as the organization allowed a Magni motorcycle to take part to the most classical endurance race (even though out of ranking, because the first Magni with Guzzi engine was a few years too young to be in keeping with regulations), Giovanni Magni begins to develop the motorcycle.

On the strength of Arturo Magni's motto: "many customers became good friends and I feel surrounded by a big family", Giovanni proposed his friend Oscar Buratti, team manager of "team Guzzi 72", and his pilots Matteo Stella and Massimo Peronetti to participate with him in Bol d'Or Classic.

Team Guzzi 72, already Magni customer, took part in some races of Uem Endurance Vintage Cup ranking 1st in 2008 at Franciacorta circuit and 3rd in 2009 at Adria circuit with a customized classic Guzzi.

In a short time, Team Guzzi 72 provides its engine, Magni pursues the development of a performing design of the chassis and the pilots accept the challenge: this is the birth of Team Magni Experience.

In a few months the new chassis developed from the first frame designed by Magni for a Guzzi engine is ready. It is designed in full respect of the regulations, like the other features of the motorcycle: adherence to the aesthetic attributes of the time, non-floating disk brakes, two-piston-caliper, conventional forks with max.40mm diameter, no use of carbon,...

The motorcycle is completed in June, tested twice for the final adjustments in July in Franciacorta and then ready to race in September. Everyone is full of enthusiasm, but also aware of the determination and longer experience of the rival teams.

After the first free practice sessions on Friday the pilots become familiar with the track (which they have never seen before) and some difficulties come out: some chattering problems and, more worrying, the engine doesn't work well because of the quality of the French petrol.

Giovanni and Marco Ventura, a good friend of Oscar and the pilots who has a 15-year-experience as master mechanic in SBK, start refining the motorcycle.

Chattering is solved with a new front fork setting, so far as possible with original vintage "Forcelle Italia", without modern hydraulic dumping regulations.

Despite all the attempts with different carburettor adjustments, it is impossible to find a solution for the French petrol matter, which makes the engine knock.

The amount of Italian petrol is not much, so the qualifying sessions on Saturday are limited to only 3 laps per pilot, in which the team obtains the 28th place, which is about half of the grid.

The first manche starts at 7.30pm with Matteo as first pilot, who gains 8 positions in the first lap and when arrives at the pit-stop is 14th, although it is getting dark. It's Massimo go, who makes an as much brilliant performance and finishes 9th.

Great celebrations till late with Magni owners and friends.



Sunday morning Marco has to leave early because of his work commitments; he can't follow the race, but provides lots of precious advice. Giovanni sets up the motorcycle for the second manche with set-up for the rain (considering the weather forecasts), but predisposes everything also for the standard set-up.

The second manche, in fact, starts with wet track because of a heavy rainstorm.

15th at the pit-stop, thanks to the pilots' even pace and the accurate preparation of the motorcycle (which had no problems during the race), the second manche finishes 13th.

7th place in the final ranking, first motorcycle with Guzzi engine: an unexpected success for beginners in this kind of races, due to the excellent team work, from the accurate work on the motorcycle, to the meticulous organization of the strategy, the determination of the pilots Massimo and Matteo, the coordination and support of the team manager Oscar, the priceless technical support of Marco.

Everything surrounded by special friends who supported us with abundant French wine, excellent Italian dishes and lots of pictures of this fantastic adventure.

Magni thanks:

Guzzi team 72, its manager Oscar Buratti for having enthusiastically accepted this collaboration and the pilots Massimo Peronetti and Matteo Stella for their total commitment both during the tests drives and in Magny Cours

Marco Ventura for his precious help and for having been with us in France despite he was busy for work

Simone Lambrugo - Ellemotors Seregno for the engine tuning

Exan for the exhaust supply

MOTOSPORT SRL-BELL MOTOHELMETS SRL for the helmets supply

Astra S.r.l. for the fire-suits supply

Ricamificio Dama for the clothing supply

Patrice Leturgeon and **Magni Bayern Club** for the perfect organization of the Magni owners meeting