

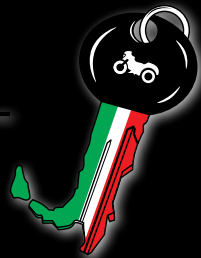
gambalunga

The magazine of the Moto Guzzi Club GB

*V85TT – First Ride
Breva 1100 clutch repair, Pt 2
Highway to Here:
Dave and Terri Carpenter
Kit-built Triking
Fun with a Falcone
Guzzi 350 GTS*



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Complimentary Issue

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Printed by the Westdale Press
Cardiff CF24 5HB

Cover:
V85TT by Lake Como
Picture: John Warner

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V85TT



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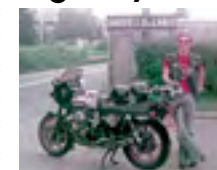
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The name Gambalunga derives from the 1946 model 500cc racing Guzzi and means 'Long-Leg' in Italian. The single-cylinder machine had a bore and stroke of 84mmx90mm with a power output of 35bhp at the rear wheel, weighed 125kg and was capable of 180kph.

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Editorial

Wow – this issue seems to have taken longer than usual to put to bed. Part of this is down to Julian Franck's excellent continuing series on the clutch replacement on his Brevia 1100. He took time to carefully photograph every phase of the disassembly and reassembly process and I think it's been worth giving the articles enough space. We are working on building a club archive which will include technical articles and this is exactly the sort of thing that we'll include.

Grateful thanks to John Warner who fancied trying a V85TT and headed off to Mandello and hired one from Agostini's. This new model is getting a very positive reception in print and online – take a look at: <https://www.youtube.com/watch?v=GmeO9eYSAaY> – some interesting insights into how your mobile phone can talk to the dashboard and show route information. The reviewer loved it and admitted he hadn't ridden a Guzzi before!

It looks great, and it's a Guzzi, but is the price right? Nearly £2,000 more than a V9 and more than a BMW F 850 GS Adventure which might look like a competitor, although the BM has a chain final drive. All review-

ers love the looks and the build quality and it looks like Guzzi have hit the jackpot with this one.

A bit of news from Moto Corsa. As members may know, they acquired the spares stock of both MotoMecca and Corsa Italiana. They've now decided to concentrate on more recent bikes and have sold off older 'dusty' parts to Teo Lamers. Corsa's website will tell you if they have a part for your Guzzi.

Welcome, Andrew Noquet, our new Social Secretary. Andrew's been a club member for quite a while and is taking to his new rôle with enthusiasm – he introduces himself on page 6.

Uki Broker, our Web Content Officer, has been overhauling pages on our website and has tracked down some additional discounts, which you'll also see below, under 'Benefits'. Sue Nock, our Branch Co-ordinator, has been working on creating a club archive – this is a long-term plan. So, it's all go – when will we find time to ride our bikes?

Roger Shufflebottom

Benefits of club membership

- Six A4 full-colour issues of our magazine, 'Gambalunga' every year.
- Machine dating service (one free certification per year; extra certifications may be paid for).
- Free members' advertisements in Gambalunga and club website.
- Dedicated members' area on club website. Discounted event ticket prices.
- A network of national branches with regular meetings, rides out and events.
- Discounts at Haynes Publishing.
- 10% discount at Cotswold Outdoors and associated stores.
- BMF affiliation and access to many BMF benefits.
- MAG affiliation. NABD affiliation.
- DFDS Ferry discounts.
- 10% discount on parts and accessories (not servicing) at Bikersworld, Birmingham B46 1NU.
- Discounts with Opie Oils.
- Discounts with Caravanwise motorhome and caravan insurance.
- Up to 15% off Extreme Bike Tours.
- Special Rates at Footman James Insurance.
- 10% off Michelin Fit2Go Motorbike Tyre Pressure Monitoring System.
- 5% discount at Stein Dinse.
- 10% discount at CleanMyRide.
- 20% discount at Midland Vapour Blasting

Would you like to join our friendly club?
You find an application form on page 25

Don't forget the official Club website: www.motoguzziclub.co.uk (including our forums) (fora?)
and our Facebook Group: <https://www.facebook.com/groups/1346934782005669/>
Accept no substitutes!

Roundup

New Social Secretary



We are pleased to announce that long-standing member Andrew Noquet has offered to take on the role of Social Secretary. Andrew came along to a recent committee meeting where he was co-opted – there is no going back, Andrew! He writes:

“I am celebrating 50 years of motorcycling this year and I still enjoy the adventure of travelling by motorcycle. I started out with British bikes, which I still admire for their perfect balance and lightness, but I also learned that they would never be your friend – you just couldn’t count on them. A spell on Japanese bikes, and a Beemer was far more reliable, but something was lacking.

“In the early Nineties I was waiting for an MOT on the Yamaha, when I picked up an old copy of Italian Bike Magazine and read about a Moto Guzzi Spada and a town called Mandello del Lario. I borrowed the magazine, and after many re-reads I was hooked. A year later I found a Spada NT for sale and I joined the Guzzi Club in 1994. Motorcycling just got a whole lot better!

“We have a friendly, active branch in West Devon and I have had a lot of enjoyment from being a club member over the years, plus the arrival of Gambalunga always brightens up the day. I have met lots of interesting people through the club, and I felt it was my turn to give something back. I have recently retired from paid work (primarily Youth Work and carpentry through the years), although life seems busier than ever. I am just beginning to understand how much work Joe put into the role and I hope that I can help to keep things rolling. I am always learning, so if you have any ideas or offers of help, please do get in touch. Hope to see you out on the road, or it might be in a wet field.”

Festival of 1000 Bikes 2019



Alan Richards has booked the club’s spot at the VMCC Festival of 1000 Bikes (13th-14th July) and is looking for more people to display bikes and head out on track.

We have some free passes for those displaying bikes. Those doing track sessions get two weekend passes and can display their bikes and take them out as required. We’ll need helpers in the marquee, too.

Once again we will be hosting our famous Chinese meal on Saturday evening – bring your own drinks! Please let us have orders, payment or a deposit in advance so we know numbers. We had an extra 20 last year and had to go begging tables and chairs. Please contact Alan at alan.richards539@gmail.com or call 01530 271346.

Last year was our best ever. Let’s beat it in 2019.

Tyre pressure monitoring

Fit2Go Ltd have announced a new Michelin Motorbike Tyre Pressure monitoring system. They say it can be fitted in approximately 1 to 2 minutes, and that it will alert riders to impending changes in tyre pressures prior to a possible blowout.



The system will give riders precise pressure readings and total confidence in their tyres. No programming required and there is no wiring – once fitted the system is ready to go. An LCD Display shows the information and warnings.

The MRRP is £79.95 but club members can claim a 10% discount with the code ‘Guzzi2019’.

<https://fit2gotpms.com/>.

BMF news



Intelligent Speed Assistance

Legislation passed by the European Parliament means that driver assistance systems will be mandatory for new four-wheeled vehicles by 2022. ISA limits engine power to ensure vehicles do not exceed the current speed limit unless overridden by the operator. The technology utilises video cameras and GPS-linked speed limit data to restrict acceleration.

ISA for cars and other four-wheelers is part of the General Safety Regulation (GSR) adopted by the European Parliament. Thus far it only applies to new cars, vans, lorries and buses.

ISA technology for motorcycles is yet to be developed, but FEMA anticipate that it will be applied to powered two-wheelers (PTWs) in due course.

We totally oppose its application as more than an advisory warning system. The stated position of FEMA and the BMF is that the most we would accept is throttle resistance increasing as the limit is exceeded and that it must leave control of speed in riders’ hands.

Blood Bikes drained of life

The Warwickshire and Solihull group of the National Association of Blood Bikes, a charity which sees volunteers across the UK provide free out-of-hours medical transport and delivery in support of the NHS, has been replaced by a limited company.

University Hospital Coventry and Warwickshire (UHCW) NHS Trust ended the long-standing arrangement between the Coventry and Warwickshire Pathology Service and the Warwickshire and Solihull Blood Bikes (WSBB) on April 1 2019. The service previously offered by the volunteers, who have responded to 7,000 callouts since it was founded in 2012, will now be carried out by QE Facilities Ltd as part of a new £14 million contract.

Chairman of WSBB, Mark Lavery, said: “All our unpaid volunteers are shocked at the decision. We have committed significant time and effort to grow the group where public donations have enabled us to invest in



five vehicles to maintain service in all weathers, 365 days a year. All that is now in jeopardy.”

A UHCW NHS Trust spokesman said that: “With complexities increasing and the service potentially expanding to cover areas such as Hereford and Worcester, a decision was made to standardise delivery to ensure current and future needs, as well as stringent UK accreditation requirements, are met and exceeded.”

The WSBB also supports the local Air Ambulance by assisting with the supply of blood for use in trauma situations and the future of the collection of donor milk for premature babies is also currently unclear.

As of April 15th, a petition on Change.org has received nearly 24,000 signatures, meaning it will receive a response from the government. If it goes on to receive 100,000 signatures, it will be considered for debate in Parliament.

MAG news



Following repeated claims from Transport for London (TfL) that “individually, motorcycles can be highly polluting”, MAG has demanded that TfL produce evidence to back this claim. TfL stalled for many months before finally claiming that they take information from the National Atmospheric Emissions Inventory.

MAG discovered that the information from NAEI is, in fact, a modelling

The Road. A Motorcycling Anthology. Volume 1. Greg Pullen and Friends.

This is a first impressions guide as the ‘bookzine’ only arrived today and I’ve only read a dozen sections at random.

Bookzine isn’t my favourite term, but this isn’t a magazine and it’s not quite a book. More a periodical which won’t end up in the recycling. In many ways it’s the natural successor to Greg Pullen’s last publishing project Benzina which recently ceased its run.

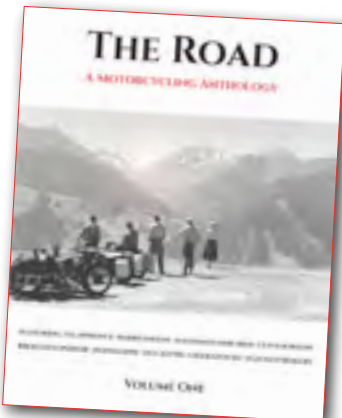
At almost 200 pages of A4, it’s a handful. And only two advertisements right at the back which are unobtrusive and in keeping with the rest of the content. Typically Greg, it is of very high quality in content and production. The text is clear and easy on the eye. The pictures are a mix of high quality contemporary, reproduced period pictures and original artwork. The soft cover, semi-matt paper and new book smell all ooze both value for money and ‘sorry you can’t borrow it’ quality.

It’s not just Guzzi related. Not even exclusively Italian. It is, however, a really interesting mix of motorcycle topics from some great writers and enthusiasts. Tales of T.E. Lawrence and his and other Brough Superiors synchronised with a copy of the poster for David Lean’s 1962 film. There’s a profile of Barry Sheene’s bikes and an extensive and straightforward two part biography of the man himself. The Ducati 916 and Tamburini have their own separate and yet linked sections. Add to that the rise of 4-cylinder bikes and a profile of Honda’s 400/4 and you’re getting just part of an idea of what Volume One has to offer.

Price £18.00. Available from www.theroadanthology.co.uk.

ISBN13 9780993258343

Steve Freeman



calculation; and that the figures over-estimate real-world emissions from motorcycles.

TfL has chosen a NOx emissions limit of 0.15g/km for motorcycles, based on the figure for this single pollutant in the Euro 3 motorcycle standard. TfL claim that the evidence for pre-Euro 3 motorcycles being highly polluting is provided by the COPERT 5 data for average motorcycle emissions at an average speed of 30km/h.

The data show that average emissions from pre-Euro 1 <50cc mopeds; pre-Euro 1, Euro 1 and Euro 2 two-strokes; Euro 2 four-strokes 250-750cc; pre-Euro 1, Euro 1 and Euro 2 four strokes >750cc, all average less than 0.15g/km. At the same time, the cleanest ULEZ-exempt Euro 6c diesel cars emit 0.21g/km. MAG has also had confirmation from Emisia – the company behind the COPERT modelling software – that their models do not allow for the emissions advantage possessed by motorcycles in terms of filtering through congested traffic.

Studies carried out by the Federation of European Motorcyclists Associations (FEMA) demonstrated that, across 17 major European cities, motorcycles on average reduce journey times by 30% compared with cars. The COPERT modelling can therefore be shown to over-estimate the already low emissions figures for motorcycles by this same percentage.

MAG’s Director of Campaigns & Political Engagement, Colin Brown, stated “This research has led us to a conclusion that any air quality modelling that relies on the COPERT software is misrepresenting the part that motorcycles play in air quality. No modelling will ever reveal the benefit that modal shift to motorcycles and scooters can play in improving air quality. An opportunity for all is being hidden through the use of faulty assumptions that motorcycles are the same as cars and should be treated in exactly the same way. This is flawed modelling that leads to poor decision-making.

Committee

General Secretary

The work of Mole Valley Branch volunteers and friends of Les Hampton has been nothing short of inspiring. Our previous Chairman, Les, sadly passed away, leaving a massive collection of motorcycles and spares. On 2nd-3rd March, we held a sale and sealed auction, the culmination of two weekend's work. I am delighted to say that the amount raised to date is £31,000 which will go to his chosen charities.

Les's ashes are to be scattered on the South Downs on Sunday 15th September 2019. More details to follow on where we will meet up and ride to the South Downs. Les told me he would love to have his friends and loads of bikes join him on that day, so I hope you will put it in your diary and come along.



Thank you to everyone who pitched up to the Lower Lode Inn at Forthampton for the first 'Not the Clocks' camp, 29th-30th March. It was great to see so many of the regular faces, plus a few new ones, enjoy the first camping weekend of the year. I must admit I took the Enfield "Hermalaya" and took full advantage of the bright but cold Saturday for a ride out to the Spaceguard Centre in Powys led by Frank Mitchell with Bob and Chris from Kent, Pete the Bee, the Rev, and me in tow.

The feedback from the weekend



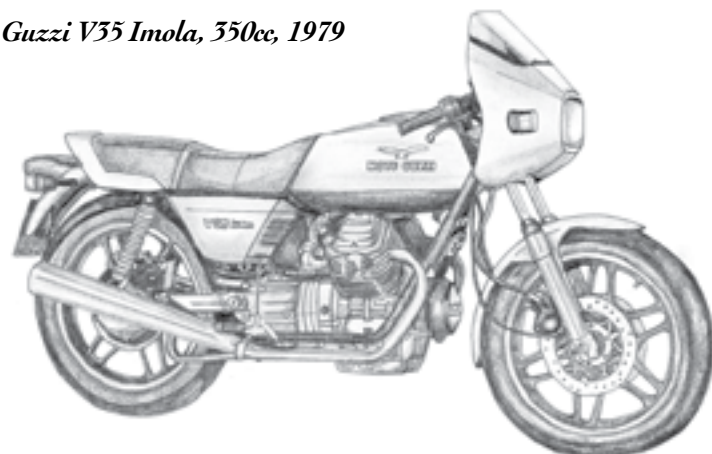
was generally good, but the length of time to get food on the table did cause concern. Plenty of room for the just under 50 persons staying over, so I was well chuffed. The 'Not the Clocks Back' camping weekend will be 25th-27th October 2019 at The Lower Lode Inn. It is Halloween weekend, so fancy dress will be required.

There was a good turnout from the club at the 80th Anniversary Pioneer Run from Epsom Downs to Brighton on Sunday 24th March. A crowd of us arranged to meet at The Chalet Café at Cowfold on the A281 and take a bumble down to Madeira Drive. David Impett gatecrashed Henry Cole and his film crew doing a shoot for his series on TV, so keep any eye open for Dave in the next series!

I actually made the committee meeting on 6th April, which Julian and Toni Franck kindly hosted in their riverfront home in Evesham. I am delighted to report that Andrew Noquet has stepped forward to take on the mantle of Social Secretary from Joe. Judging by the amount of email action, I think he is getting his head around what is required.

I was booked to go to French

Moto Guzzi V35 Imola, 350cc, 1979



Sara Mawdsley

Gambalunga



Lower Lode pictures: Hilary Daniels and Kate Birbeck

Touring Week with Pete and Vicki at Reboot in France, but due to my mother now requiring full time care, I have had to cancel in order to join my family to prepare her apartment.

We've got some great events coming up including the Essex Branch Camp (14th-16th June), The Pennine Rally (21st-23rd June), the Festival of 1000 Bikes (13th-14th July), the Summer Camp 19th-21st July and the Singles Rally (26th-28th July).

I am heading for Snowdonia for a long weekend in a couple of weeks with a few bike buddies, but I would like to tell you about the Southwick Revival (75th Anniversary) event on June 8th-9th. A group of us from the Mole Valley have pre-booked to visit this amazing event – it is not expensive. Southwick is a small village under Portsdown Hill near Portsmouth, and if you want to join us, you must pre-book: <https://www.southwickrevival.co.uk/>

Fingers crossed we have a fabulous summer like last year, and I look forward to seeing you out riding your bikes.

Serena Powis

Chairman



At the last committee meeting, the future 100th anniversary of Moto Guzzi coupled with the club's 45th was an agenda item. We need to celebrate this occasion in 2021 and the question is how? Can I ask for some thoughts and suggestions before the AGM in order that we can put forward some costings and have time to plan for the occasion – big or small – the membership should have a say.

I read that the BMF reported that the highly successful National Association of Blood Bikes from the Warwickshire and Solihull group, who have responded to over 7,000 call outs, have had their free service dropped and in its place a £14 million contract given to a private company by the NHS. To say I was gobsmacked is an understatement. I will not venture into the politics of this seemingly unbelievable idea but you need to wonder who the beneficiaries are, the private company or the individuals who rely on and have benefited from the Blood Bike service? What next, a paid for Air Ambulance service?

Now that I have got off my high horse, a very warm welcome to the new Social Secretary, Andrew Noquet. Andrew has been a club member for a good many years and he has been co-opted awaiting approval at the AGM. Joe Townsend can rest assured that his old job is in safe hands.

Bristol Classic Bike Show

Second time lucky after a three week delay due to snow and ice saw not snow but a warm spring day at Shepton Mallet. Setting up the stand in a warm hall seemed odd; usually we have to cope with a chilly



blast from the open doors. Noticeable spaces where the stands should have been were occupied by enlarged areas of existing stands.

Moto Guzzi Club GB

The club stand had a shortage of bikes due to other commitments of exhibitors, but with some last minute calls all was well, displaying a range of V-twins and singles. I was hoping that we could show the new V85TT but the model was not in the country.

Slightly fewer people than usual attended but we managed to enrol more members than ever before. If you are one of those then you are welcome to the club. I hope you benefit from your membership.

As always, a huge thank you to all who assisted.

Bob Smith



Laura Barker and her Cardellino



Jennef Chisholm, Bob Smith and Nigel Lavender

Pictures: Hilary Daniels, Alan Barker and Roger Shuffiebottom

Letters

On track



My wife and I recently had a long weekend in Wiltshire during which we went to the 6th April CRMC Castle Combe meeting, a two day event. A truly great event with very close competitive racing, plus free access to the paddock where we saw these two machines. The very friendly and enthusiastic owner happily chatted to us about his bikes.

The machine on the left with the copy of a Seeley frame, which Colin Seeley has seen and praised as probably the best example he has seen, has a Don-dolino engine with a Falcone cylinder head. Unfortunately the valve clearances had closed up during an earlier parade, which meant it was awaiting attention.

The machine on the right is a Gambalunga, again with a Falcone head which we did see in the subsequent parade and it sounded very nice too. The crankshaft had been untouched for some eleven years.

We later noted who the rider was in the programme and he will, no doubt, be well known to a large section of the MGCGB (*he's Graham Hemshall, Ed.*)

We thought other members would like to see the photographs.

You are to be congratulated on the quality of the club magazine.

Vincent Maddock

Where are you now?

I, like the rest of my family and relations, was born and bred in the Scottish Borders in a town called Galashiels, with a population of about 17,000. My father passed away 26 years ago and while tidying out a cupboard recently I came across a photo of him on one of his motorbikes

in his youth. The picture was taken in his parents' garden in Dale Street, Galashiels, before he was married. I carried out a DVLA check and an HPI and found out it was a 1951 Moto Guzzi 500cc. I, like him, got the motorbike bug, and for the last 38 years have owned many motorcycles including GSXRs, a Hyabusa, Triumph



Tiger, Harley Davidson V-Rod, Honda Blackbird etc. I would like to know what happened to the bike after he sold it all these years ago (it must be an age thing). I have attached the photo although it is a bit worse for wear. If anyone has any knowledge they can contact me on jonesh2od@aol.com. The registration is EPR 960.

David Jones

A Cautionary Tale

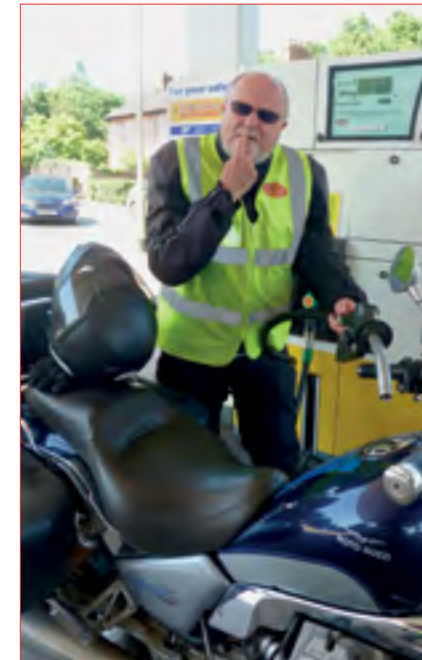
Morning ride, a blue sky day, a trip to blow cobwebs away. Sun is up, no sign of rain, top gear now, take the fast lane.

The road ahead, clear mile after mile, which only happens once in a while.

Now the speed is just fine, our hero is on cloud nine.

But excessive throttle action, brings fleeting satisfaction. A low fuel light glows bright, as a petrol station comes into sight.

Pulling in to top up the tank, rider heads to the nearest rank. Stopping at Premium because Premium is best, he ignores the ordinary and disregards the rest.



Bob 'Diesel' Pearce



Ever wondered how your star sign relates to your bike and the club? Our tame astrologer, Stella Fortuna, tells all ...

Taurus: The bull, an earth sign, 21st April-20th May

Taureans know what pleases them – food, drink, comfort, luxury – but feel no need to hurry in the pursuit of their pleasures. They are purposeful, deliberate, and know they'll achieve what they want in the end, there's plenty of time, so why hurry? This can make them appear slow and stubborn and, indeed, it's hard to budge them from a course of action once they've embarked on it. And probably not a good idea to try – Taureans are slow to anger, but provoke them too much and they will turn.

Taureans are methodical, they think

Tank now full to top, our rider pays in the shop. Joining again the main highway, bike and rider begin making leeway.

Suddenly, slows to a crawl, machine is on sick call. With much scratching of head, explanations unsaid.

Then with receipt in hand, the reason hits like a reprimand. Instead of an unleaded refill, the tank is full of diesel!

Emergency call brings rescue, transported to a garage venue. Workshop staff in a well drilled routine, rectify and revive the sick machine.

Now fuelled with 97 unleaded, to the guys our hero is indebted. Happy to have gasoline in the tank he sets off, now with less money



in the bank. So, after all that's been said and done, a lesson is learned and then some. When stopping for fuel, don't be a chump, Pull up at the correct pump!

Peter Dempster

A good deal?

Seen on ebay, and quoted on Radio 4's The News Quiz:

'Extremely sorry to have to sell this beloved bike. Happy to answer any questions, but by email only as I am abroad.

However, my wife is available if you want to go to the house and have a look. Could ride home, but probably better to trailer away.'

Hilary Daniels

carefully before embarking on any project, but will usually finish what they start and like a good laugh, which makes the Taurean the ideal contributor to Gambalunga.

Ideal partner: a 1400cc California (with heated grips, of course).



Gemini: the twins, an air sign, 21st May-20th June

Gemini people hate to be alone – they're great at parties, charming and chatty. They are curious, adventurous, and they love travelling, mostly because it opens up a

whole new world of people to talk to. They are creative, love colour, and seek intellectual stimulation at all times. They tend to like being the centre of attention, but are such attractive personalities that most people don't seem to mind.

The Geminean has a great sense of humour, loves communicating and is never happier than when sharing ideas, which makes him or her the ideal contributor to Gambalunga

Ideal partner: any Guzzi V-twin. Obviously.



Phil Mather

V85TT



JOHN WARNER

Any of you who are thinking of getting a V85, or have test rides booked, you're in for a treat. What a fun bike! Definitely not a Stelvio replacement, but a great bike.

The engine is very smooth, but still has that rumble though unmistakably a Guzzi. The gearbox is silky smooth. Down-changes were a little tricky to get smooth at first; I think I was babying it too much; it responds well to just the slightest prod on the lever, and barely a touch on the clutch lever, just like the 1200s. The clutch is one-finger light, possibly the lightest I've ever used, and it's cable, not hydraulic. Clutchless changes are very easy, too.

Where to test-ride a V85TT? Mandello, of course!

It's really nice to ride in traffic; it feels really well balanced and you can trickle along at less than walking pace without having to put a boot down. The brakes are fantastic, so strong and progressive and you can late-brake with total confidence.

The forks are very good, I couldn't faze them at all. The bike felt a little 'choppy' at both ends when I picked it up, but the front was perfect after winding the damping adjuster off a bit, though the shock still felt too harsh even on the lowest pre-load setting. I'm around 85kg in all my kit and heavier riders may find it OK. It'll certainly cope with a pillion and luggage.

I found it to be rock-solid in corners, totally neutral;

Gambalunga



just pick a line and it stays there, but will change direction easily mid-bend. It feels very like my Stelvio once moving (mine has a 17" front wheel), and a bit like a Super-Moto once you get the feel of it. I reminds me of the Ducati Hyper Strada I rented here in 2016, but with less power.

Speaking of power, it does feel a bit lacking at the top end but I think, if I didn't have a Stelvio, that would be different. It feels about on par with the GS800 I rented in Spain, just slightly less 'go' at the top of the rev-range. I suspect that the mapping maestros could get a bit more out of it, but there is talk of 4-valve heads I believe, for a Le Mans-style bike, in the not-too-distant future. It is a Guzzi though, so will no doubt loosen up after a few thousand miles.

Low down, drive is strong from 3,000rpm; it'll pull from 30mph in 6th if you feel that way inclined – not strongly, but it'll do it, and cleanly. Better to keep it above 3,000-3,500rpm in the top three or four gears. I think you'd need to rev it a bit two-up with luggage on long inclines, but it revs so cleanly and smoothly it doesn't feel like you're mistreating it.

Fuelling is pretty flawless ('Fly-by-wire' throttle); the only thing I could detect was a very slight hesitation occasionally, when pinning the throttle to the stop from about 3,000rpm, but it's almost non-existent. After putting in a few autostrada kilometers on the way back to Agostini's I loved the engine even more; this thing loves to rev. It will be a great power-plant for a Le Mans style model.

The dash is a bit too 'techno' for me; I prefer an analogue tacho, but it's clear and fairly un-cluttered. It goes to a 'Night' setting automatically, which amused me going through the many short tunnels and galleries

round the lake. I didn't get a chance to play with all the settings. The Cruise Control is very intuitive – it only took a few prods on the selector to work it out.

I'll admit that I didn't think too much of the looks in photos, but in the 'flesh' it's a really nice looking bike.

The tank still looks a little odd to me from certain angles, but the view from the seat is really nice.



Moto Guzzi Club GB



Close up, the whole bike oozes quality – I couldn't find anything that looks built down to a price, except maybe that exhaust front section, but, to be honest, I didn't really notice it, nor the plastic cover, the rest is so nice.

It's very comfy, and doesn't feel cramped at all; there's a fair bit of room on the front to move around. The front section of the one-piece seat is a bit enduro-like, fairly flat, with a slope up at the front, so you don't slide forwards like you do on a Stelvio. There's good support from the pad at the back under acceleration.



The only things I didn't like are the pillion peg mounts – they stick out way too far (for me), and get in the way if you like to ride with the balls of your feet on the pegs (as you should!), so your heels are splayed outwards. It feels good standing, and is very responsive to peg weighting. I can imagine that with the right tyres, it'd be very capable off-road.



The steering lock is a bit tricky. The pin is a very close fit in the bore, but it goes in once you find the sweet spot. The headlights are good, they're LEDs, but not like the usual aftermarket types. They look like a thin horizontal strip, with the LEDs set into it top and bottom. Not sure what replacements will be like. The beams are quite flat and narrow and one is slightly higher than the other. I think they may be set that way so that the two beams combine to give reasonable coverage. I couldn't see any separate adjustment, so they must adjust as one.

The exhaust box looks like it's good quality stainless, and well built. It looked like the outlet was blowing a little though, so maybe the Guzzi Factory Exhaust Gasket Gremlin is alive and well still. There is no centre stand, but there is provision for one: a drilled lug on both sides, on plates similar to the Stelvio's. I believe it's an option.

The weight difference is very noticeable (compared with the Stelvio). The seat is quite high; I was expecting it to be a bit lower, can just about get the balls of both feet (boots) down, but the lower weight means it's not so much of an issue. Maybe you could lift the forks



through the yokes a bit to help if needed – the clamping sections on the legs are long enough to lift them by around 30mm or so. There's plenty of ground clearance. I don't think I even got close to touching the pegs down, although I wasn't really going for it.



Under-seat storage is just about non-existent, maybe room for a packet of cigarettes, or some thin gloves. The ECU is tucked away at the back, under the pillion,

so should be immune to water ingress, unlike on some early Stelvios. The switchgear is well laid out, although the indicator switch is set quite far back from the bar, so it's a bit of a stretch at first, but I soon got used to it. Knee to cylinder-head clearance is good, much more than on my Stelvio.

I asked Stephano at Agostini's about a 4-valve head version ... he just gave the typical Italian shrug, but said he believes they are working on a larger engine based on this one.

I can see this engine (and drivetrain) becoming the 'Heart and Soul' of a broad range of models, as did the 8-valve CARC 1200. It will really suit a sport model – who wouldn't love to see another Le Mans in the line-up?

I'm sure it will sell really well, and from what I've heard, it's already looking that way. I know many people put deposits down very early on. They won't be disappointed!

I believe it will be one of those 'milestone' bikes for Moto Guzzi, and surely we'd all agree, they need it, and deserve it!



Clutch replacement Part 2

Julian Franck

This is the second part of my clutch replacement article. The disassembly was in the Jan/Feb 2019 issue of this magazine. Like all these things, reassembly takes at least twice as long.

The first part deals with fitting new friction plates and, in my case, the gearbox output seal. This job was much easier with the engine sitting on its end and the clutch facing up.

First fit the eight springs into the recesses in the flywheel [1]. In my case I fitted new springs but was not too impressed with the quality of the cutting off on these new springs. This caused them in some cases to tilt slightly – really they should stand vertically to make sure that they locate in the recess at the back of the first steel intermediate plate. However, I pressed on.



Next, place the first steel plate – this has a dot which must be aligned with the mark on the flywheel [2]. Make sure it sits level. If it doesn't, a spring may not have located properly.



Continue fitting the additional plates. On the friction plates the raised boss faces upwards. This whole assembly needs to be central and the internal and external splines need to line up and be central. To line up the internal splines, I wrapped a couple of turns of duct tape around a Brasso tin until it slid into the centre [3]. Then I pushed a 4mm drill down the side to align the splines of the friction plates. You will notice in the photo that the second steel intermediate plate does not engage with the splines on the flywheel. These will engage when the pressure plate is fitted but only if they are aligned. This

has to be done carefully by looking directly down and checking that the intermediate plate splines are in line with the flywheel splines.



Fitting additional clutch plates

Next mount the pressure plate in the correct position. Again, there are alignment marks to help you. You cannot put the original screws in as they will not reach. So take four 25mm cap screws and use these to slowly push the pressure plate down. Tighten them till they are pushing lightly against the pressure plate. Then run a 7mm drill around as shown in the photo [4] – this will complete the centralising of the plates – keep your Brasso tin located, though, with the 4mm drill.



Check with 7mm drill bit while tightening the 25mm bolts

Now continue tightening your 25mm screws till the pressure plate is fully down, but take care, as the final steel intermediate plate may not have located properly in the flywheel. To check, insert an original flywheel screw and check that it protrudes by around 12mm to the top of the screw head [5].



Checking bolt depth

If it is less, then the plates have not engaged properly with the splines. Take the pressure plate off and check the alignment of the steel intermediate plate.

When you are happy it has aligned you can substitute your original screws for the 25mm screws. As a precaution these should be locked using liquid thread lock.

Gearbox oil seal

Ignore this next bit if you are not fitting a new gearbox oil seal.

For this you really need a proper peg socket. I made mine using a 1/2" socket of 37-38mm external diameter, which is not the same as the socket size. Mine was a Halfords 1 1/8" socket which I had to hand. Using a hand grinder and file I made one (see previous article).



Home-made peg nut socket

Now the important bit here is to fit the seal really square in the hole and down the correct distance. Do not knock it down to the bottom! I found a bit of metal tube which I machined down on a lathe. The external diameter needs to be just under 47mm so it slides into the hole. The internal size just needs to be bigger than the gear box input shaft and the width needs to be 13-14mm. My tool had a lip which stopped it at the correct distance. The seal should be pressed down approx 5-6mm. Basically, the oil needs to run on the fine machined surface of the gearbox spline boss.



Tapping in the oil seal



Julian's oil seal tool

With care, tap in the new seal until it is level with the surface [7]. Then pop your tube on and centralise it by eye [8]. Put on the gearbox spline boss, fit the peg nut and slowly tighten it up [9]. This will push the seal down square and to the correct distance. It really is important that the oil seal is true in the hole.

Remove your pressing tool and refit the gear boss, tab washer and peg nut, and tighten to the correct torque.



Pressing home the oil seal



Locking the gearbox spline

I used my pipe wrench, as shown in the photo [10]. Not pretty, but it works, and no it does not damage the spline on the gearbox boss. OK, confession time. I found it was next to impossible to fold the tab washer up as it's a bugger to get underneath, even with a bit of pre-bending. So, as on my 850, I threw this item away and Loctited the nut. On my 850 I filed the peg nut to a hexagon so I could use a normal socket to get it off. No trouble yet after 25 years!



Refit the clutch pushrod centre

Replace clutch push rod centre and push rod [11]. I put a dab of moly grease on the tip of the rod. Some folk grease the splines and some don't. If you do, put a very light amount on using a brush. I used my moly grease again as it has a dry lubricant element to it.

Slide the gearbox onto the engine and tighten up.



Lifting the engine and gearbox into place

The next part is refitting the engine. In my case my frame was hanging from my garage ceiling. So I put the engine on an engine lift which sits on top of my bike lift [12]. This way I could slowly raise the engine into place checking for snagging and avoiding paint chipping.

Before lifting, replace the injector manifolds [13].



Refitting the injector manifolds

Refit the front upper bolts [14] and rear upper engine bolts [15], followed by refitting the oil cooler.



Front engine mounting bolts ...



... and rear engine mounting bolts

Connect up front oil pipes to the sump [16].



Connecting sump oil pipes

Connect up the horn and refit the HT leads to the coils. I had marked these previously to make sure they went back correctly [17].



Refitting the HT leads



Refit the alternator connections

Refit the alternator control plug and the main output cable nut and washer [18].

Refit the wiring loom plug near the alternator [19], the head temperature sensor plug [20] and the oil pressure sensor terminal [21].



Wiring loom plug



Head temperature sensor plug



Fitting the oil pressure switch terminal

Refit the breather pipe clip on the top left hand manifold bolt.

Refit throttle cables [22]. I had marked these previously (push-pull) but it is pretty obvious how these go.



Refitting the throttle cables

Refit injectors carefully into the inlet manifolds [23] followed by the idle stepper motor plug [24] and throttle position sensor plug [25].



Refitting the injectors



The idle stepper motor plug



Connecting the TPS plug

Refit the rear sump oil pipe [26] and clutch master cylinder union [27], not forgetting two copper washers.



Rear sump oil pipe



Reconnecting the clutch master cylinder union

Refit the neutral switch connector [28].



Reconnecting the neutral switch terminal

Next refit the air box assembly. This is a tight fit and you have to push the carb inlet rubbers quite hard inwards to make sure that they fit down in between the frame tubes. Before you push fully down, refit the pipe which fits on a stub underneath the air box [29]. Finally persuade the rubbers onto the manifold inlet stubs and tighten up the clips [30].



Airbox drain pipe



Fitting an inlet rubber

Refit the upper breather pipe which fits onto a stub at the front of the left hand cylinder. It's a bit tight and fiddly in there. Refit the front mounting screws on the airbox and then refit the air/oil separator that fits on the front of the air box and refit the various pipes [31].



Refitting an oil/air separator pipe

Refit the side and centre stand support plates [32].



Side and centre-stand support plates

Bleed the clutch master cylinder. I found that I had a leak at the master cylinder banjo bolt. I removed this and heated the copper washers to cherry red and quenched them to anneal them. Once refitted there were no leaks.

Next lubricate the swinging arm bearings and fit them into the outer races [33].



Swinging arm bearings in place

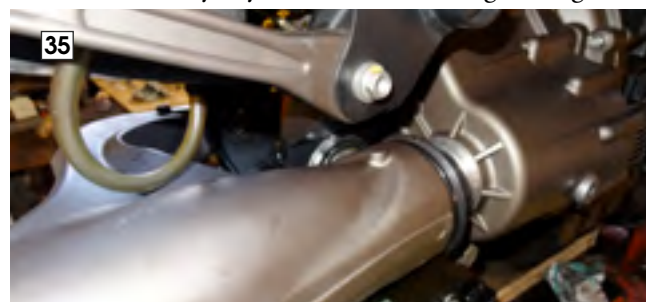
Lubricate the gearbox shaft output splines. Fit the drive shaft, supporting it as shown in the photo if you wish. Tap the end with a soft faced hammer till it clicks into place. There is a locating slot on the gearbox output shaft spline and a clip inside the front end of the drive shaft. It is possible to knock it too far [34].



Fitting the driveshaft

Fit the rear damper and tighten the top bolt. You will need a universal joint to get in there.

Slide the drive shaft housing over the drive shaft [35]. Insert the swinging-arm pivot bolt and, after a bit of jiggling, screw in the bolt, first by hand, to avoid any thread damage [36]. Notice that I used the head of a Honda bolt as my key to make the final tightening.



Slide the swinging-arm carefully into place ...



... and tighten the pivot bolt

Refit the peg nut and tighten this by hand [37]. You really don't need the peg socket to do this. Simply tightening the nut using your fingers gives sufficient preload. Finally tighten the two pinch bolts.



The swinging-arm peg nut

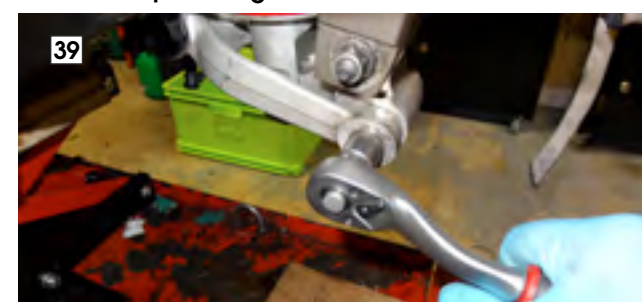
Fit the damper linkage pivot [38], the bolt that fits to the damper and finally the frame to pivot arm [39]. Before I did this I removed and regreased the bearings.



Swinging-arm damper link

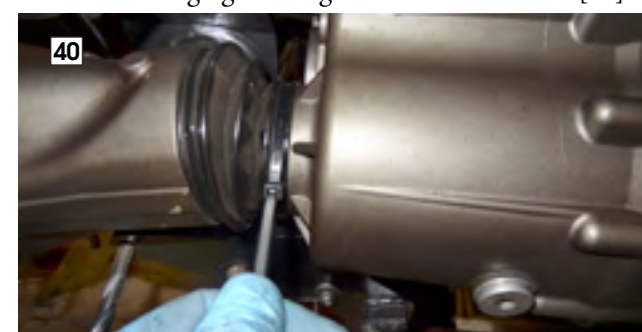


Frame-damper linkage



Final linkage bolt

Fix the swinging arm to gearbox flexible bellows [40].



Refitting the flexible bellows

Refit the final drive unit after greasing the spline [41] and applying Loctite to the bolts before tightening [42].

Reconnect the torque arm to final drive [43].

Reconnect the gearchange linkage [44].

Refit the earth cables [45].



Greasing the final drive spline



Use Loctite on the drive housing bolts



Torque arm bolt



Gearchange linkage



Earth connections

Reconnect the sidestand cutout switch plug [46].



Reconnecting the sidestand cutout

To be continued



Back in the early 1980s I sold a Moto Guzzi 1000cc Spada Black Prince (limited edition with special black and gold colour scheme + king and queen seat!), which was subsequently written off following a rear end shunt.

I bought it back from the new owner's insurance company and sold the relatively untouched front end for almost as much as I had paid for the wreck. This left me with a good engine, gearbox and drive shaft. The rear wheel was damaged beyond repair but the crown wheel etc was reusable.

Thoughts at the time were to put the engine into a boat but my business was expanding and there didn't seem to be any spare moments to develop the plan.

Then I read about a chap called Tony Divey, living in Norfolk who had developed a modern "Morgan" and as I was due to see a customer in Norwich I made arrangements to visit his works and see what was going on. He made me most welcome, showed me various cars in build, and then took me for a hair-raising drive around the local roads in his faithful demonstrator.

I was sold hook, line and sinker and determined to own one. The problem was that I then owned a mid '30s Morgan fitted with a Matchless water-cooled sv engine which, whilst charming, took the skin off my knuckles every time I had to start it, had only two gears, poor brakes, and a charging system that ran from the prop shaft, usually leaving the battery so short of volts that it failed in all it tried to achieve. However the three-wheel concept had become a firm favourite format for me.

Tony, who really wanted to sell me a complete car was eventually persuaded to let me have a self-build, unpainted kit, which he delivered to my home some six

months later.

I assembled the plot over the next three months to ensure that it all went together before pulling it apart for painting and then reassembly. The colour chosen was a BMW car paint called Carmine, which must have been fashionable at the time but now grates somewhat. The interior trim chosen was, and still is, a light beige.

New clutch plates were fitted, but in installing the engine something went amiss and somehow one plate was badly bent; the whole lot had to come out again and new parts fitted.

On trying to start the engine it was obvious that something was not right. It ran but was very rattly and was switched off immediately. On removing the cylinders it became apparent that the bores had rusted badly as a result of the engine being kept in a damp barn. It never occurred to me to strip the engine before installation as it had been running well before the accident. Newly bored barrels, oversize pistons and rings went on, and it has run well ever since.

Finally, in 1986, after rectifying a few snags, it was time to register it for the road but, for some reason, the ministry man who came to inspect it insisted that it would have to be on a Q plate as the bike had been a total write off and its registration cancelled. This was a blow at the time, but one gets used to the "shame" of it, and I presume that the rules have been relaxed since.

The only early difficulties were – my fault – my inability to set up the tracking and toe-in etc correctly, but a trip to Marlingford rectified this at the cost of one badly worn tyre.

Over the years the car has given much enjoyment

and never fails to delight with its rapid acceleration and secure handling. It has been hill climbed, sprinted and used in the odd time trial.

Several exhaust systems have been tried out; the original BMW motorcycle type originally installed were so much quieter than the intake racket that they were swapped for Dunstall types as fitted to Norton Commandos but, again, the sound did not delight. Eventually I ordered a pair of "Burgess" types specially made from Armours, which are loud and remind me of a noisier youth. They seem to have released a few more horses, but this may be wishful thinking, and they create a most wonderful sound on the over-run.

At one point I fitted a Piranha electronic ignition system but went back to points to improve the advance curve, as the pick up was erratic, coming in stages.

Brakes have been poor from the word go unless considerable pedal force is used. The master cylinder was rebuilt after suspicion that the fluid had become water contaminated and the internal bores corroded. I still puzzle as to why this is the case and think a smaller diameter bore setup may improve matters.

My suspension and original exhausts were chrome plated, which soon rusted and the exhausts were replaced with stainless steel items. The suspension remains tainted but Solvol Autosol keeps the worst at bay.



The original thick rimmed faux leather steering wheel, which never looked right, was replaced with a wooden rim Motolita which is much more suitable.

I'm still enjoying ownership of my Triking after 32 years, although now in my mid seventies, both getting in and out are much less easy than they once were. She isn't used as much as she should be, as she has to compete with old motorcycles and a gyroplane, but I am loth to part with her. Hopefully, one day she will give as much pleasure to a new custodian, who will cherish her as much as I have done for so long.

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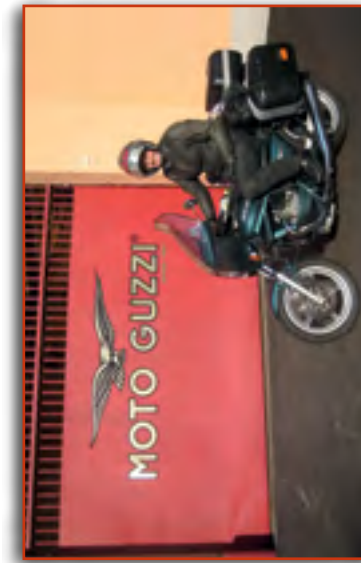
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If you are willing to volunteer to help for a few hours over the weekend in any way,
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If willing to assist, roughly what day and time do you plan to arrive? _____

Please tick box if you are a qualified first-aider ☐

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Adult members: £27.00.

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Fun with a Falcone

This bike has featured a couple of times in the magazine. I purchased it as a lightweight (compared with the Stelvio), rather than a getting a V7. Having always fancied a big single I decided to stick with Guzzi and purchase Guzzi number five. This model took my fancy and having looked at it on the way back from the Scottish Rally I did the deal.

Riding it back from Newark I soon found it didn't want to pull in 4th gear, and friends I met at the Manx suggested I check the compression – it should be 120-150psi. It was 80, so off with the head.

The inlet valve was not too good so I decided to go for a re-bore and top end rebuild. I sourced a piston and rings, valves and guides from Escher (<https://www.escher.delgshop/>). If you e-mail them and get no response ring them, Barbara speaks good English. They are East German, I guess, so no parts list in English, so I sent them all the Italian part numbers and we were in business. Not cheap, but they did the business. I then had great difficulty paying them (they were on shut down for a month). Luckily, my wife speaks German as the answer-phone message was in German). Still no response to e-mails but got them in the end and sorted it out.

I was directed to a local engineering firm by Alan (VMCC) who has a 1967 model. Mine is 1971 – no girder forks with leather washers; evidently Guzzi still produced the old models in batches – amazing! This firm made me a small end bush (not available new?) but the sizes are in the manual. It's the same as that for early V7s, so if anyone wants some made up let me know.

I got another VMCC member to make me up an extractor tool as the engine was still in the bike. Time to get the old bush out. I put the gudgeon pin in the freezer for 24 hours, then into the old bush for five minutes, then pushed the bush out with the extractor tool.

I then discovered there were some oilways in the old bush and had to drill the new one – if in doubt use a



bigger drill as you have to line the holes up and drilling it out after fitting is "fun." New bush in the freezer, line it up and push it in – easy. Then the gudgeon pin won't fit because the bush needs to be reamed. I couldn't find anyone that had one but ebay came to the rescue.

My wife still can't understand why I bought an old bike and then spent a lot of money on it. She thinks there might not be any loose bolts on the bike, but perhaps on her husband?

If anyone wants to borrow the tools or ask a question give me a ring on 07871 436456.

I had a few problems with the brakes sticking and found that the new liners had not been chamfered on the trailing edge. Then I discovered the pivot was hitting the swinging arm, causing the rear brake to stick on! Re-positioning the pivot sorted the brake problem – but in doing so I damaged the rear brake switch. It was beautifully built but the Bakelite gave up after only 46 years!

I looked at loads of CEM sites but no luck, so decided to have a go at fixing it myself – tricky! I took a trip to Halfords and whilst looking for something else I spied part HF401; a door switch? After many trials to get it to work and two grommets later, it finally functioned, with some garden wire to form a ring to hold it all in – a true agricultural repair.



I love riding the Falcone. It takes time to learn how to use the gears smoothly, and the sprung seat and swinging arm makes for an interesting ride. I may well go to the Scottish Rally on it this time, and then Italy for the big one?

Dave Russell



Moto Guzzi Club GB

Highway to Here

Members reminisce about
their road to Guzzidom

No. 7: Dave and Terri Carpenter: To the Moon and back, plus a bit! Part 1



It was only to the corner shop and back, and mum didn't really need a loaf of bread, but it was a good enough reason for a ride. It was 1st August 1975, I was 16, and I had embarked on my motorcycling life on my new step-thru Honda 50 moped. I'd received a small bequest that my parents had said I could spend on whatever I liked, but I'm sure buying something with two wheels was not top of their list! Of course, they didn't know about the Honda 250 owned by the father of my girl friend at the time. Although I was only 15 to start, he still let me ride it.



Impatience was building as my 17th birthday loomed and in March 1976 I bought a used Suzuki GT250L. Remember them? An alloy cover over the cylinder heads

with 'Ram Air System' emblazoned on it. One month after my 17th I passed my test at the first attempt, which was great news as my girlfriend and I were due to go on a camping trip to the Lake District and a full licence was needed for that. It was going to be my first two-week holiday from my engineering apprentice job.

However, the bike had other ideas, as it destroyed its crankshaft a week before we were due to leave. So in the hottest summer anyone could remember (1976) my holiday was spent in my girlfriend's garage putting a recon crank in the Suzuki GT250. Such is life!

My plan had been to save lots of money so that I could buy a 'Kettle', the liquid cooled Suzuki GT750, as the 250 had now lost its appeal, and I didn't trust it any more. I settled for a Suzuki GT500 and part exchanged the 250. Two-thirds of a kettle was better than nothing!



The 500 was a super bike and the 31,000 miles during the 22 months I owned it were great, but its economy was rubbish. I was now commuting much further to work and needed to have something that didn't require filling up every two days. Sadly it had to go. Enter the ultimate commuting tool, a new MZ 250 Supa 5. I had to talk this bike up a lot in my head, as this was a significant step down in terms of my motorcycling experience. I was now renting a cottage near Dorking, so had precious little money. That, and the extra commuting



distance, meant there wasn't really any choice if I wanted to continue riding at an affordable cost.

The MZ did sterling work for a year or so, but I was getting sooo fed up with its lack of speed. In the winter of 1979/80 I started thinking about a new motorcycle and decided on a 500cc. I needed something easy to work on, so a shaft-drive V-twin sounded just right. This produced a very short list of two, the Honda CX500 and something called a V50, made by a small Italian company called Moto Guzzi. Both bikes were getting good reviews in the motorcycle press, so I booked test rides on both.

The Honda went like stink, but was big, tall and heavy, with unwieldy handling. At rest I could only get my toes on the ground too, so wasn't too happy about that. The test ride on the V50 was a revelation! It wasn't as fast as the Honda, but made up for that with perfect handling, light weight, and I could get both feet easily on the ground. There was no contest, and the Guzzi only cost £25 more! I ordered my new silver-blue V50 Mk II from Hyde Motorcycles of Horsham, and arranged to collect it on 1st April 1980.

So starts my Moto Guzzi life with a long lunch break to collect my new V50. The faithful MZ was traded in. Balance paid, I set off back to work in Epsom from Horsham, about 30-ish miles. Remember I mentioned it was the 1st April? The joke was on me that's for sure. By the time I arrived back at work, engine oil was leaking from the alternator cover. Clearly an oil seal would need some warranty attention! So, I set off back to Hyde's, and my first Guzzi day finished with me back on my trusty MZ. C'est la vie!



Even though I'd had this problem, it didn't dampen my enthusiasm for the V50. In hindsight, though, all of the bikes we've bought new have needed warranty work of one sort or another. Sometimes it makes me wonder why I thought it was a good idea to continue with this marque, but I wouldn't have it any other way now. Anyway, the V50's oil seal was replaced under warranty just fine and I was truly smitten by this fantastic bike. Even running it in I thought it was superb. It was a delight to ride, and I couldn't get enough of it. A couple of months later, in summer 1980, I joined the Moto Guzzi Club GB.

Moto Guzzi Club GB



My love of European touring kicked off when a friend in our local motorcycle club, who was half Italian and half British, threw down the gauntlet one day. He commuted to and fro from his family home in Umbria to Surrey, on a Yamaha 500. He did 'serious' mileage and always took the mickey out of our ideas of a 'long ride'. He said 'Anybody that rides to his place in Umbria can have free accommodation for their holiday'. Seemed like a great idea to me, but no-one else took up his challenge.

So in August 1980 I set off for Italy on my V50. This was my first time riding in Europe and a huge adventure for me. We met up near his place, close to Todi in Umbria. There was no helmet law back then in Italy, and Italians obviously thought helmets were either for your elbow or to be carried on the rack, very stimulating.

In a Guzzi dealer in Rome, while buying a pair of Lafranconi sports pipes for the V50, I fell in love with my next Guzzi. I thought it was gorgeous and I had to have one. A white Le Mans Mk II, a colour only for the Italian market. My friend was riding back to the UK with me, so on the return trip we made a small detour to a place called Mandello del Lario. Being in the heart of Moto Guzzi land was amazing, and my friend with his fluent Italian made enquiries for me in Agostini's about buying a white Le Mans Mk II for export.

In the 18 months I owned the V50 I did about 23,000 miles on it. EYJ 787 V, are you still out there? I saw a picture of you in the Gambalunga a few years ago, so maybe you're still going strong.

Back in the UK, life got in the way of my plan for importing a white Le Mans from Italy. But in 1981, everything changed. I saw a magazine advert for the Le Mans Mk II Black and Gold. That was it, the white one was now so 'last year' and this was serious! I got a second job working in a pub every hour I could. I finally saved enough to buy a new





With the Le Mans II in Mandello

Black and Gold in August 1982 from Jack Lilley Ltd. in Shepperton. I took delivery on 1st August 1982. I still have it today and will never part with it.

In autumn 1982 I met Terri in the pub I worked at, and was extremely lucky to find out that she loved 'all things Italian'. She wanted to visit Italy too, which was even better, because I was now hooked on the place! AND she didn't mind riding pillion with me either, heaven! We started to plan a three-week summer holiday in 1983 touring Italy on my Le Mans. Of course I thought the seat was comfy, but it turned out the pillion perch was anything but and was total purgatory for the 3,000 miles Terri sat on it. We still had a great time though, visiting Genoa, Tuscany, Rome, Verona, as well as Mandello and Lake Como. So began our passion for touring Italy that endures today.

Upon returning Terri declared that she might never get on the Le Mans pillion ever again. I jokingly said, "In that case, you'll have to get your own bike", and was amazed when the reply came "OK". Having got married in July 1984, it was tricky buying a Suzuki GP100 in secret, but I managed to hide it while tidying it up. I presented it to her as a birthday surprise in 1985 complete with big red bow. How romantic! Even though not having ridden a bike since her Puch Maxi in 1977, she sailed through the training course and passed her test first time on a "Piggin' cold" day in November 1985.



Terri and her first V50

She bought a friend's V50 Mk II in 1986, so my Le Mans now had another Guzzi friend in the garage. Here began our Guzzi collection. 1987 saw the first of many holidays to Italy on two bikes, including our first visit to the factory museum. Terri progressed from the V50 to a V65 Florida but was never completely comfortable with it. A shame, really, as the V65 engine is the best all round package of the small blocks. A new job for me in 1989 meant a lot more miles commuting, so in 1990 I bought a new Mille GT from Jack Lilley's. It was black with gold pin stripes, and when fitted with a three-piece Sprint Manufacturing fairing set it became a Spada look-alike and the 'go to' machine for all my long distance work trips. Comfortable, good economy and its 5-gallon tank made it the ideal mile-muncher.

Soon after that we heard about the new 750T, made only for the UK. It was being promoted as a successor to the V50, being small, lightweight, with a low seat height, so the adverts said. Terri sat on one in Jack Lilley's showroom and found it was indeed quite low, so we ordered one in metallic green. Riding the 750T home, we realised why the seat height was so low. The rear Konis had such soft springs that it was bottoming out when solo. They were soon replaced under warranty, together with the wiring loom that had worn through after being rubbed by the rear tyre.

As soon as the correct rear suspension was fitted, the 750T became too tall for Terri. It seemed we couldn't win. We made many seat and suspension modifications during the next few years that were aimed at making it more manageable. Terri even had platform soles added to her boots! Nothing ever worked well enough to give the same degree of confidence she'd had on her original V50 though. The 750T was really a 750 Targa in a V50 Mk III disguise, and not as low and light as a real V50 because it has the standard small block 750 frame and cycle parts.

The Le Mans came off the road in the early '90s as I thought it needed a 'tidy up'. I'd ridden it in all weathers, had done over 70,000 miles and it was looking shabby. While the Le Mans was resting, the Mille and 750T continued to be used most days and for holidays too, including two memorable trips to the island of Elba. Eventually health issues meant Terri was using the 750T less as she found the height and weight more difficult. It really was a superb commuter though, especially when fitted with a 3-piece fairing, so I started to use it more often for my daily ride, now around 50 miles return.

We'd moved house in early '93 and now had a garage worthy of filling with motorcycles! Another MZ 250



had been bought for winter commuting and the Le Mans restoration project was gradually taking shape in my head. The 'tidy up' turned into a complete re-build and when finally finished in 1996 it looked better than new. Perhaps I shouldn't have kept a record of how much I spent though!

An internal transfer at work suddenly meant my

daily commute doubled to about 100 miles. Clearly an MZ 250 wasn't up to that and I needed something bigger. Coincidentally, around the same time, a friend was selling his 750T. He couldn't get on with it he said, so it was only fair that I bought it. After all, it was on my recommendation that he'd bought it in the first place. Another green 750T had arrived in our collection, with this one becoming the winter commuter, our original one now used in summer.

A few years of big miles went by with both 750Ts needing a lot of attention to keep them running well. Oil changes every four weeks meant I spent a lot of time in the garage. It turned out that with high mileage the 750T has a niggling gearbox problem. It seemed the 5th gear pair wasn't up to the 750 engine's torque. After all, the gearbox was originally designed in the 1970s for just 350/500cc. Moto Guzzi did eventually produce an updated 5th gear pair to cope. It should be said that most owners doing limited average mileages on these early 750s will never suffer any problems beyond a louder whine in top gear. The 750T is quite rare, as only 100 were made, 50 red and 50 green. Kate Birbeck's recent Gambalunga articles give a good insight into the 750T.

To be continued.

Welcome to the following new members:

Fabrizio Colangelo	Avon	Stewart Mackay	Lincolnshire
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Nigel Cutting	Berkshire	Simon Moore	London
Mark Naylor	Bristol	Paul Breen	Merseyside
Richard Hearnden	Carmarthenshire	Stephen Moore	Middlesex
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Jeff Vander Borgh	Devon	Barry Stone	Northamptonshire
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R Hawelko	Lancashire	Andrew Blake	West Sussex
Vic Parsons	Leicestershire	Keith Maven	West Yorkshire
Andy Joyce	Leicestershire	Steven Newton	Wiltshire
Colin Cheney	Leicestershire		

Please phone your branch contact before travelling to a meeting!

**Brian
Chandler**

350 GTS – the forgotten Guzzi *Part 2*

My thoughts turned to holiday, Slovenia, and collecting the pipes from Reggiolo, in northern Italy, so arrangements were quickly made. It occurred to me, that without any time pressure, we could have a leisurely three day trip to get there, taking in some of the sights in Germany and Austria, and an equally casual return journey via Italy, (Mandello del Lario, of course!), Reggiolo, and home via Switzerland and France.

Slovenia was stunningly beautiful, green, clean, and very wet! My friend lives near Lake Bled, so we spent a week with him, before spending two nights in Piran, the Slovenian southern port, and then heading for a night in Reggiolo to collect exhausts early next day. And then on to Mandello, the day before the Guzzi museum would be open (Friday). Northern Italy was significantly more industrialised than I had expected, and Reggiolo didn't have much to recommend it, other than the presence of Moto Storiche Italiane. A night in a local B&B and an agreed 10 o'clock meeting with the proprietor, Marino Setti, at his workshop the following day. At least, in my mind, I had visualised it as being a one-man-band type workshop.



I was in for a shock. It was a fairly large industrial unit and, having rung the bell, and been welcomed and ushered in, we were inside a warehouse. The racking was full of bright, shiny, chrome silencers and exhausts of all shapes and sizes. I was soon informed that they were almost entirely for classic Italian bikes of all manufactur-

In the last issue, Brian Chandler described how he discovered a neglected GTS 350 behind a cider shed in Somerset. The rebuild continues, starting with the hunt for new exhausts

ers, with just a smattering of Japanese classic replicas for good measure! Indeed, Marino was the supplier to the UK dealers, of these 'Jap' items.

As a month had elapsed since I had first made contact with Marino, I was more than

slightly apprehensive that he may, in the meantime, have had another buyer contact him and let my "saved" pipes go. Quite the contrary! He said "I've saved you two sets of four pipes – the early ones had the silencers formed in two halves, welded together with a vertical seam (Silentium) – the later ones are simple conical formation (Decibel) – which do you want?" I explained that my bike was 1974, and I needed the seamed version, which he confirmed. I had a good look at them, was very pleased, and he asked if I also needed the four triangular chromed anchor brackets as well – which I did. So I paid, and went away happy with my pipes and brackets, to start the long drive on to Mandello. We arrived late Thursday afternoon, in time to get a good look around, locate the Guzzi museum ready for the following day, and then hit the hotel on the shore of Lake Como.

I could write another article about our afternoon at the museum – all the Guzzi machines, the Otto cilindri, etc were new to me. One thing stood out to me, though – they had no GTS 350, and no (later) GTS 400. Was this a complete denial of any relationship with Benelli in the 1970s? But I did spot a Moto Guzzi 250 TS two stroke, so there could be no doubt about the (short-lived) Benelli influence back then.

We liked Mandello, and particularly Lake Como, so much that we stayed three nights before heading home towards England. For anyone visiting, there is an excellent restaurant, bar, and campsite with its own beach on the lake shore, within Mandello.

We arrived home tired, but elated after our wandering holiday that had taken in eight countries and six languages, not to mention 3,200 miles covered.

Tyres for the Guzzi were then purchased, chromed items delivered or collected, and a re-assembly programme started. I didn't want to put the new pipes on until I had finished with the back end of the bike, with rear brake serviced and new tyres fitted. The almost total absence of any wear on the brake shoes was further confirmation that the low (4,600 km) mileage might be genuine. The back end duly went back together. While the front forks were apart, I took the opportunity to have a good look at everything inside – the lubrication was clear, and no sign of wear, so the external corrosion of the stanchions and headlight area had been the only issues here.

With both ends rebuilt, the pipes could go on, with some juggling efforts simultaneously at exhaust stud end, and the common mounting brackets at each rear foot-peg end. Easier with two people!

I was ready to trundle it outside to try another start. I was confident, even after a month away, that it would still go and, sure enough, it did, but this time with the beautiful purring, almost whirring sound that these bikes make. I was chuffed to bits! It is a completely different noise to the Honda 400-4, on which, rumour has it, the Benelli engine design was based. I ran it for slightly longer than the previous time, just on the stand, ascertained that there were still no unpleasant engine rattles or knocks, and took the opportunity to shock the clutch plates out of their semi-stuck state. I could then check that it was capable of selecting each gear, and pulling, which it did.

I was a happy chap. But I still had the front brake to sort. It was around this time that stories that I had heard in the past about used Italian bikes being imported into the UK in numbers in the late 1990s started to re-surface in my mind. Two separate people that I had talked to had mentioned the big flood in Piedmont (near Turin), Italy. It appeared that a large number of vehicles, including motorbikes, had been damaged, back then, or even written off. Not by being driven in water, but simply flooded where they stood. It had taken the insurance companies a long time to sort it all out and, in the case of the bikes, it was often more economic to write them off, rather than incur the cost of investigation and repair. It also appeared that some of these bikes had been imported to the UK in container loads and auctioned, or sold off. I had myself bought a 1996 Yamaha Diver-sion as a winter hack at that time, under exactly these circumstances. It had only 12,000 km on the clock when I had purchased it. The silencers on that one too, had rotted away very early, with internal water damage.

I had sent Mike Lacey the necessary documents and



Credits

Exhausts: Setti Marino, Via Novella, 17, I-42046 Reggiolo (RE) PIVA 01931820359, T. (+39) 328 2169179

Machining cylinder head: Thomas Hamlin and Co 64 Monmouth St, Bridgwater TA6 5EJ, UK

Paint: JBS Motorcycle Painting, The Old Saw Mills, East Coker, Yeovil, Somerset BA22 9JJ
Contact: David Burton 01935 863

S&T Electroplating: 15/16 The Alpha Centre, Armstrong Way, Yate, Bristol BS37 5NG. 01454 313162.

Chroming stanchions: AM Philpot (Hard Chrome) Ltd - Unit D - Cradock Road Ind Estate - Luton - Bedfordshire - LU4 0JF
Tel: 01582 571234

David Silver Spares Ltd, Unit 14, Masterlord Industrial Estate, Station road, Leiston, Suffolk IP16 4JD

photos for machine dating some months previously, and he had come up trumps. I was getting close to being able to go for first-stage completion, MOT, and registration!

I realised I would probably have a battle with the DVLA. Firstly, although the bike was now old enough not to require an MOT, was one actually needed to gain first registration? Next, I had no NOVA documents (notification of vehicle arrival), since I hadn't imported it, and there was no NOVA implementation until 2012, well after the bike had arrived. Sure enough, another two months of DVLA arguments ensued.

However, by then I was getting more confident that I could bring the whole project to a satisfactory conclusion. The tank and side panels went away to JBS at East Coker, near Yeovil, for dent filling and respray. And a really nice job was done there by Dave.

The front brake calliper was completely stripped, cleaned, piston polished, and painted, with new seals fitted. However, I could not get the master cylinder to work, nor would it come apart, so a replacement was found. With the return of the tank and panels, the bike was ready for a little run out on the quiet lanes of Somerset (where no-one was looking!) The run ended up back where my GTS 350 story started: outside the



Shipham Cider Shed, and only two years had elapsed.

Moto Guzzi GTS 350 history

Following the acquisition of the Benelli and Moto Guzzi companies by the Argentinian entrepreneur Alejandro De Tomaso in the early 1970s, these two companies co-operated in an attempt to fight off the inexorable influx of Japanese motorcycles, particularly of the multi-cylinder variety.

De Tomaso wanted to tap into the brand loyalty of both Benelli and Guzzi fans by marketing the GTS 350, and subsequently the GTS 400, under both badges.

This particular 4-cylinder Moto Guzzi 350 GTS (BM 12182) was made in 1974 and is number 81 of just 2,266 disc brake model 350 GTS produced (frame numbers BM11111 to BM13377). The forks and front wheel were arranged to allow easy fitment of an optional second front disc brake.

The earlier 4-cylinder 350 GTS was introduced in 1974 in drum brake form, and just 1001 of these motorcycles were produced (frame numbers BD11111 to BD12112).

The early machines (drum brake and disc) had speedo and revcounter in separate cups; later models had them combined into a single console.

The whole GTS range was originally fitted with exhaust systems (separate for each cylinder) supplied by Silentium, with silencers formed in two halves welded together with a vertical seam. Later machines have silencers formed from cones with no vertical seam,



marked Decibel "Marmitta".


The front tyre is an 18"x 3.00 running on WM2 rim, and rear 18"x 3.25 on a WM3 rim.

This particular motorcycle was originally supplied by 'Motorama', a Moto Guzzi concessionaire in Florence, central Italy, the capital of the Tuscany region.

They were never originally sold in the UK.



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2018 V7 III Rough, new/unregistered	£8000	£599 off RRP!
2018 V7 II Racer, pre-reg 18 plate, 0 miles	£7000	£1634 off RRP!
2018 V9 Bobber, blue, new/unregistered	£8200	£700 off RRP!
2018 V9 Roamer, red, 68 plate, 0 miles	£7000	£1699 off RRP!
2016 V7 II Special, blue, 4k miles	£5500	
2015 V7 II Stone, ex-display, 0 miles, Arrow exhaust, Bitubos and loads more!	£7500	

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Events Diary

• • • MGCGB event or Club presence • • •

• • • Roving Branch Meeting or Run • • •

May 2019

- **10th-12th:** You've Been Nabbed 28 Rally, Cheshire County Showground, Tabley, Cheshire WA16 0JE. We are affiliated to NABD and all are welcome at this event. www.nabd.org.uk.
- **12th:** Westland MCC 'Spirit of the Sixties' Run. Departs Yeovil. Usually pre-book so contact: John Dodge, 01935 423372 or see www.wcmcc.org.uk.
- **15th:** Staffordshire Branch away meeting. The Anchor, High Offley.
- **18th:** MCN Festival of Motorcycling, Peterborough. www.mcnfestival.com/. Fenland Branch stand.
- **19th:** Pennine Branch Gio memorial run. Contact Steve Eyles.
- **19th:** Border and Mid-Wales Branch meeting, Star Inn, Dylife, Llanidloes, SY19 7BW.
- **19th:** Essex Branch meeting, The Volunteer, Honey Lane, Waltham Abbey, Essex EN9 3QZ 13.00 start.
- **19th:** Clifford Arms Classic Car and Bike Show, Great Haywood ST18 0SR. Staffordshire Branch will have a stand.
- **18th-27th:** MGCGB French tour to Reboot's Fortified retreat. Contact Serena Powis.
- **24th-26th:** Slurp 'n' Burp Rally. Beerhounds MCC. Oxfordshire. www.beerhounds.co.uk.
- **25th-26th:** East Devon Branch Big Chill Weekend. Upottery Airfield Heritage Trust (Weston War experience), Westonzoyleland Airfield, Nr. Bridgwater TA7 0JS, Somerset. Peter Dempster: 01752 709325/07964 510443.
- **30th-June 2nd:** XXIII Vuelta a Cantabria. Are you up for the 5,000 Curves? www.mcpiston.com.

June 2019

- **1st-7th:** Isle of Man TT Races.
- **1st-2nd:** Coventry Motofest. Guzzi Club stand. www.coventrymotofest.com/
- **2nd:** Scottish Branch Sunday Lunch Meeting. 12.30, The Bruce Hotel, 88

Queen Street, Newton Stewart DG8 6JL Tel: 01671 402294.

- **2nd:** Fourth Marches Moto Italia, Powis Arms, Lydbury North, Shropshire. SY7 8AU (01588 680254). From 10.00am. For all riders of Italian bikes and those who appreciate Italian engineering excellence and style. Camping, refreshments, real ales, Sunday lunches (book ahead). More info: 01588 505065 or text Judith on 07847 123746.



- **6th-7th:** Nick Sanders' 4th Mach Motorcycle and Music Festival, Llanidloes, Powys. www.machfestival.co.uk.
- **8th:** Daventry Motorcycle Festival, Welton, Northants. <https://www.daventrytowncouncil.gov.uk/daventry-motorcycle-festival.html>.
- **7th-9th:** Reading MAG Lion Rally and Bike Show. info@lionrally.com.
- **7th-9th:** Back to Basics Rally, Greyhound Inn, Saverley Green, Blythe Bridge, Stoke on Trent ST11 9QL. Open to all pre-1979 motorcycles, classed as "Historic Vehicles" which must be ridden to the event. No trailers, cars or camper vans. For details contact Ray Jackson: rayjay110@hotmail.com.
- **14th-16th:** Essex Branch camping weekend, Star Inn, Steeple, Southminster, Essex, CM0 7LF. Book directly with pub and mention Guzzi Club: 01621 772646, www.thestarinnsteeple.co.uk.
- **14th-16th:** Guzzi Club Poland rally. mgplmeeting@gmail.com.
- **15th:** Emma Radford Memorial/Buell/EBR & Italian Motorcycle Festival, Lincolnshire Aviation Centre, East Kirby, Lincs. Guest of Honour: Sammy Miller. Guzzi V8 and Gilera 500-4 demos. Info from Chris Jessop, www.ukbuellgroup.co.uk or CJ.Buellgroup@Outlook.com.
- **15th-23rd:** MGCGB Clogs Back

Dutch Tour. TBC.

- **16th:** Border and Mid-Wales Branch meeting, Beach Café, Llangrannog, Cardigan Bay, SA44 6SN.
- **19th:** Staffordshire Branch away meeting, The George, Church St, Youlgreave, Bakewell DE45 1UW.
- **21st-23rd:** Pennine Branch Camp, Skipton Rugby Club. See poster in Branch News.



- **21st-23rd:** MAG Farmyard Party.
- **21st-23rd:** MGCN Treffen, Tienhoven, Netherlands. Camping De Koekoek (Wild Eagle) Lekdijk 47, 4235VM Tienhoven Nederland. Just turn up, eat, drink and be merry!
- **23rd:** Essex Branch meeting, Andrewsfield Aviation, Saling Airfield, Stebbing, Great Dunmow, Essex CM6



3TH (café and bar) 13.00 start.

- **22nd-23rd:** Montée Historique des Cévennes. Web: Ceze Moto Rétro or

If you are considering running an event then please contact Bob Smith for a copy of our Event Guidelines, a useful guide which includes the mandatory Risk Assessment form as well as other information.

This can be found on the Club Events page of our Website or email Bob for a copy. Bob can also supply a list of equipment that can be ordered from Jennet, our Membership Secretary.

call Patrice Michel: 0033 6226 973607.

- **22nd:** Open day at 3D Moto (new Guzzi dealer), 20, High Street King-swinford DY6 8XB.
- **30th:** Big Bike Sunday, Skipton Auction Mart BD23 1UD. Proceeds to Manorlands and the Yorkshire Air Ambulance. <https://blog.yorkshiredales.org.uk/event/big-bike-sunday-2/>.

July 2019

- **4th-7th:** Goodwood Festival of Speed, Sussex, www.goodwood.com/



flagship-events/festival-of-speed/

- **6th-7th:** ACU/BMF National Road Rally. www.nationalroadrally.co.uk.
- **5th-7th:** 10th Brion Rally. Well-liked event, an easy day's ride from Cherbourg, St Malo or Le Havre. Camping, music and food included for 75 Euros. Contact Jean-Pierre Dimoli 06 36 57 93 16, dimoli.jp@gmail.com. Or email pro@motoguzziclub.co.uk and we'll put you in touch with our local English speaking contact.
- **5th-7th:** Bikers' Classics at Spa-Francorchamps, Belgium. www.bikersclassics.be/
- **7th:** Kirkcaldy Motorcycle Show, Fife Ice Area, Rosslyn Street, Kirkcaldy KY1 3HS. Scottish Branch stand.
- **12th-14th:** Pennine Branch Ousby Camp. Info from Dave Norland, 07810 701192.
- **12th-14th:** VMCC Festival of 1000 Bikes, Mallory Park. Club marquee. Fancy going? See 'Roundup'.
- **17th:** Staffordshire Branch away meeting Norbury Junction, www.norburywharfltd.co.uk/
- **19th-21st:** MGCGB Summer Camp, The Powis Arms, Brampton Road,



Lydbury North SY7 8AU.

- **19th-21st:** Trofeo Rosso. French circuit based tribute to Italian race bikes. MGCGB members will be on

track! www.trofeorosso.org/?&lang=uk or email pro@motoguzziclub.co.uk and we'll put you in touch with the MGCGB



contingent.

- **19th-21st:** Quota Treffen, Carlstein, Germany. Quotas, Stelvios. TTs etc only! Contact Ingo Grass, ingo-grass@freenet.de or David Taylour-Cantrill, stelvio.dtc@gmail.com.
- **21st:** Essex Branch meeting, Sea View Café, Southview Avenue, West Mersea, CO5 8DA.
- **21st:** Border and Mid-Wales Branch meeting, Visitor Centre, Elan Valley Dams, Rhayader, LD6 5HP.
- **21st:** VMCC Founders Day, Stanford Hall, Leicestershire. Always popular with Guzzisti.
- **26th-28th:** MGCGB Singles Rally. Small friendly event somewhere in Nottinghamshire. Please email Sue Hemshall, hemshall@btinternet.com, if interested.
- **27th:** Calne Bike Meet. The Wiltshire Branch will try to break the previous year's record of 31 1/2 Guzzis! The town fills with all things bike in the name of charity and is worth a visit to the webpage: calnebikemeet.com.
- **28th:** Devon Branches run to the Classic & Custom Bike Gathering at Cockington Court, Torquay TQ2 6XA. £3.00 entry, which allows access to house and grounds. Meet 10:30, Dream Machine Café on A379 between Modbury and Aveton Gifford.

August 2019

- **1st-5th:** International West Kent Run. <https://iwkrun.weebly.com/>.
- **2nd-4th:** MAG Yorkshire Pudding Rally.
- **9th-10th:** Kupferpaste Rally, Col-lenberg, Germany. Free to Guzzi riders; positive feedback from all who have made the trip. http://www.kupferpaste.de/crbst_5.html
- **11th:** Scottish Branch Sunday Lunch Meeting. 12.30, The Cycle Tavern, 75 Burnside, Auchtermuchty KY14 7AJ.
- **16th-18th:** MGCGB GuzziFest 2019.



Riverside Caravan Park, South Molton, Devon EX36 3LZ. Booking form in this issue.

- **17th-24th:** Classic TT. Isle of Man. <https://www.iomtt.com/classic-tt>.
- **18th:** Essex Branch meeting, Green Man, Kelvenden Road, Little Braxted, Witham, CM8 3LB. 13.00.
- **18th:** Border and Mid-Wales Branch meeting, Black Lion, Llanrhystud, A487, SY23 5DG.
- **21st:** Staffordshire Branch away meeting, Clifford Arms, Great Haywood



ST18 0SR.

- **23rd-25th:** Moto Guzzi Club Belge Rally, Spa-Francorchamps. "Ons eigenste treffen, jawel! Op een nieuwe locatie in de Ardennen. Komt dat zien, komt dat beleven!" www.motoguzzi.be.
- **29th-1st September:** The Overland Event. Oxford. <https://overlandevent.com/>

September 2019

- **1st:** Scottish Branch Sunday Lunch Meeting. 12.30, Waterloo Arms, Allanton Road, Chirnside, Nr Duns TD11 3XH.
- **6th-8th:** Moto Guzzi Open House 2019, Mandello del Lario, Italy.
- **15th:** Border and Mid-Wales Branch meeting, Old Post Office, Rosebush, SA66 7QU.
- **20th-22nd:** MGCGB Red Kite Camp. Booking form in this issue.
- **22nd-29th:** XXXII International Piston Rally, Spain. www.mcpiston.com.

October 2019

- **5th:** MGCGB AGM. Details follow.
- **6th-13th:** VIII Colombes Rally, Picos de Europa. www.mcpiston.com.
- **19th-20th:** Classic Bike Show, Stafford Showground, Weston Rd, Stafford ST18 0BD. MGCGB Stand.
- **20th:** Border and Mid-Wales Branch meeting, Caffi'r Ceunant, Abergynol-

For regular banch meetings, check the Branch Finder pages

Check the one and only official Club Forum for the latest events information: www.motoguzziclub.co.uk and also our Facebook group which you'll find at: <https://www.facebook.com/groups/1346934782005669/>

Branch Finder

Map not for navigation!

Branch Co-ordinator:
Sue Nock
branches@motoguzziclub.co.uk

These are regular meet-
ings – see Events for ro-
ving branch meetings.
Non-members and ev-
eryone with an interest in
Moto Guzzis is welcome.

Numbers are for map
locations only – they are
not branch numbers

Phone to check before heading for
a meeting but please only ring
branch contacts
at reasonable hours!

SOUTH WEST

Bristol/Bath (1)

Jim Naylor, guzziclubjim@live.co.uk. First Thursday, 19:00, alternating – Cross Keys Inn, Midford Road, Bath, BA2 5RZ (even months) and the Railway Tavern, Station Rd, Fishponds, Bristol BS16 3SG (odd months).

Cornwall (2)

No branch currently running. If anyone is interested in setting up a new branch please contact Sue Nock: branches@motoguzziclub.co.uk

West Devon (3)

Pete Dempster, dmpstrp@yahoo.co.uk. or Robert (Bob) Pearce, PEARCE51@mail.com, The Avon Inn, Avonwick TQ10 9NB, First Thursday. 19:00. (no meetings in January and February).

East Devon (4)

Contact details and meeting place same as as for West Devon.

North Devon (47)

Clive Netherway, clive@lifebreeze.co.uk. Fox Inn, Fremington EX31 2NT, first Thursday, 19:30.

Mid-Dorset (5)

Roy Buxton, rjbuxton0707@gmail.com. Third Thursday. The Red Lion, Sturminster Marshall BH21 4BU, 20:00.

Somerset (6)

Bob Smith bobmotoguzzi@btinternet.com. The Hel-yar Arms, East Coker, Yeovil BA22 9JR. Last Friday, 20:00.

West Dorset (42)

Simon Beadles, First Friday, Crown Inn, West Bay road (entrance off Burton road), Bridport DT6 4AX. First 2020 meeting is April 3rd.

Solent (7)

No branch currently running. Occa-sional events organised.

SOUTH

Berkshire (8)

Chris Humphrey, c.j.humphrey@reading.ac.uk. and Terry Kirby, Terry@kingfish-ersecurity.co.uk. The Rowbarge, Station Road, Woolhampton RG7 5SH. First Sunday, 15:00.

West London (9)

Contact Brian Simmonds who is based in Harrow, Middlesex, as he is gauging interest in setting up this branch once again. bscimmomail@gmail.com

Buckinghamshire (43)

Barry Prendergast, mgcgbbucks@gmail.com, Third Wednes-day, The Bull, Risborough Road, Stoke Mandeville HP22 5UP.

Mole Valley (10)

Serena Powis and John Twiss, jmtollie@gmail.com. Alternate Tuesdays, Brewery Inn, 15 The Street, Ashtead, KT21 2AD.

Wiltshire (11)

Damian Lockley, djlockley@yahoo.co.uk. Roving meetings until further notice – check with Damian.

Sussex (12)

Bernard O'Rourke, bernard.orourke1948@gmail.com. Blacksmiths Arms, London Rd, Offham, Lewes BN7 3QD, Third Tuesday, 19:30.

East Hampshire (13)

Chris Medley, chrismedley23@yahoo.co.uk. The West Meon pub GU32 1JX on the junction of the A32 & A272. Second and fourth Wednesdays, 19:30.

Kent (14)

Simon Dobson, Kent.MGCGB@gmail.com. Fourth Tuesday, Bookmakers Arms, 18 High Street, Charing, Kent TN27 0HU.

EAST

Herts and Beds (15)

Paul Box, p.box2@ntlworld.com. The Bucks Head, Stevenage Road, Little Wymondley SG4 7HY. First Tuesday, 19:30.

Essex (16)

Stephen Beckett, Sbeckett276@gmail.com. See Branch page on website for meeting details.

Fenland (17)

Alan and Laura Barker, The Royal Mail Cart, 101 Pinchbeck Road, Spalding PE11 1QL, last Thurs-day, 19:00-19:30.

Suffolk (18)

No branch currently running. If anyone is interested in setting up a new branch please contact Sue Nock.

Mid Suffolk (19)

No branch currently running. If anyone is interested in setting up a new branch please contact Sue Nock.

Norfolk (20)

Ashley Barter, Ashley.barter@btinternet.com. The Lodge, Main rd, North Tud-denham, East Dereham NR20 3DJ. Third Tuesday.

Cambridge (21)

Phillip Roach, philliproach@btinternet.com. First Tuesday, 20.00, Red Lion, High Street, Histon, Cambridge CB24 9JD.

MIDLANDS

Three Counties (22)

Gill and Alan Heaton, gillheaton2000@yahoo.co.uk. First Wednesday, The Lenchford Inn, Shrawley House, Shraw-ley, Worcester WR6 6TG

North Staffordshire (23)

John Hooper, beemer751@hotmail.com. Crown and Thistle, 143 Liverpool Rd, Kidsgrove, Stoke-on-Trent ST7 4EY, First Wednes-day (also third Wednesday in summer – check Events).

Leicester (24)

Tim Hicks, timix@hotmail.co.uk. The Bottom Railway, 160, Charnwood Road, Shepshed LE12 9NR, Second and last Thursdays from 19:30. Spring, summer and early autumn, sec-ond Thursdays are at the Black Swan, 21, Loughborough Road, Shepshed, LE12 9DL, 19.00. October-March, all meetings at the Bottom Railway.

Club branches and contacts

Nottingham & Derbyshire (25)

Richard Bailey, rtbglobal@talktalk.net. The Beefeater, Newark NG24 2DB. Third Wednes-day of each month from 7.15 onward or contact Sue Nock 07913 099037, sue.nock9@gmail.com

Oxfordshire (26)

Eddie Cox, diaveleddie@gmail.com. The Red Lion, Cassington OX29 4DN. Second Sunday from 14:00.

Warwickshire (27)

Dave Wilcox, aircycle@live.com, Bulls Head, Wolvey LE10 3LB, last Monday from 20:00.

Northamptonshire (28)

Bill Collett, bill_collett@yahoo.co.uk. The Priory, Bourton Way, Wellingborough NN8 2LF. First Thursday, 19:30.

NORTH

Northern (30)

Jim Shuttleworth, jimshutt@hotmail.com or Graham Howie. The Swan with two Nicks, Little Bollington WA14 4TJ. First and third Tuesdays.

North East (31)

Fred Robison, fredmarg80@gmail.com, The Swan, Heddon-on-the-Wall NE15 0DR. Second Tuesday from 19:30.

Pennine (32)

Steve Eyles, s_eyles@sky.com, Ka-ren Hayes, karen.hayes71@live.com. Facebook: <https://en-gb.facebook.com/steve.eyles>. Meetings: Sunday breakfast, second Sunday, 09.30, Morris Dancers, Venables Avenue, Colne, Lancashire BB8 0BH.

Danum – S.E. Yorkshire (33)

Roy and June Shaw, grandadshaw.23@gmail.com and Des Moore moorend4@hotmail.com. Sun Inn, Barnsley-York road, Doncas-ter, South Yorkshire DN5 8RN, first Tuesday.

East/North Yorkshire (34)

Chris Horton, 916horton@gmail.com. First Tuesday, Black Swan, Main Street, Wetwang, Driffild YO25 9XJ.

Cumbria (35)

Robin Sandman, robinnsandman@gmail.com. Manor Arms, Broughton LA20 6HY, First Tuesday, 19:00.

BOBs – S. Yorkshire (45)

Phil Hotchin, philhotchin@gmail.com. Meetings first Monday, 19:00 onwards at the Tom Treddlehoyle Inn, 73 Pog-moor Rd, Barnsley S75 2DX.

Teesside (46)

No branch currently running. If anyone is interested in setting up a new branch please contact Sue Nock: branches@motoguzziclub.co.uk

SCOTLAND

Central and Southern (36)

Donald Youngson, moyoungson@googlemail.com. See Events page or Forum for meetings.

Highland (37)

No branch currently running. If anyone is interested in setting up a new branch please contact Sue Nock: branches@motoguzziclub.co.uk

WALES

Borders and Mid-Wales (38)

Jon Walter, guzzimeister@aol.com, Third Sunday. Check Events diary for roving meetings.

South Wales (39)

Martin and Lorraine Vermeire, publicanimal9@hotmail.co.uk. Steel Horse Cafe, Llanvihangel Gobion, Abergavenny, Monmouthshire NP7 9AY. First Sunday from 12:30 (ish).

North Wales (40)

Branch contact position vacant. Please contact Sue Nock if interested.

NORTHERN IRELAND

Holywood, County Down (41)
David Boyd, belfastguzzi@me.com, www.belfastguzzi.com.
Contact David for details.

ISLE OF MAN

Peel (44)

Tony Gurevitch, gurevitch@outlook.com. Tony hopes to re-establish this branch – contact him for details. All welcome!

REPUBLIC OF IRELAND

No branch currently running. If anyone is interested in setting up a new branch please contact Sue Nock: branches@motoguzziclub.co.uk

Branch News

Pennine Branch

Putting on a show

Stupidly, in the autumn of 2018, I suggested to our Pennine Branch Chair “Cheefy”, that we put on a club stand at the Manchester show. Somehow that was construed as me putting myself forward to co-ordinate a club stand there. I went quiet on the topic but Steve kept on stoking the bees’ nest.

I had seen another club (the Gawsworth Jesters MCC), who are friendly with the North Staffs branch, at the show in previous years, so visited them on their club night to gain some wrinkles about the show, which they willing and enthusiastically shared.

Next I approached Steve Freeman about getting the event approved as an officially attended MGCGB event, so that the stand would be covered by the club’s indemnity insurance and therefore the bikes on the stand would be covered against theft (a bloody good reason for joining up). This was approved and the club’s policy details supplied.

This meant I could now approach the show organisers and apply for a plot. We were now into mid-February for a mid-late March show, but we were awarded the second to last plot (rats!). The organisers supplied loads of information and red tape forms (Risk Assessments and the like). The organisers applied a one size fits all approach and the inclusion of, for example, risk assessment, was focused more on the stunt bike show and the marque exhibitors with staging steps and so on. I would strongly advise anyone to discuss a show pack with the organisers to see what is critical as against that which is a “grey” request.

At a Pennine branch breakfast meeting, Simon Howers (branch member), posed a strange question: “What was the theme of the stand



going to be?” This was an alien train of thought to me and one that niggled me for weeks. I recalled that Steve Freeman had put out a call in previous years for specific styles of machines and knew that Simon was on to something. In February, as members started to commit their variety of machines, I found my ‘cop-out.’ As it was the first time we had exhibited at the Manchester show for many years and we had a cross section of offers, ‘Diversity’ emerged in my mind as the theme. We had fine examples of past and present V7 machines. We had two lovely singles and a past and present sports bikes in the form of a well tidy Le Mans II and less tidy and lightly modified V11.

From the Pennine Branch Camp, Steve was aware of the array of club paraphernalia that Jennet Chisholm had available. Jennet e-mailed me the extensive list with pictures, from which I picked to complement the resources we already had locally. Jennet then arranged the carriage of the items to my chosen destination.

On the last Sunday before the show, I asked if people would contribute to the stand any personal bike-related achievements to support the ‘diversity’ of the club’s membership and also any trophies they or their machines had been awarded. Steve Eyles brought along a branch Highest Turn-out award at a club event and Philippa Gibbons a Female Long

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Cheques payable to: Pennine Guzzisti (with SAE please). For info contact
karen.hayes71@live.com or Steve, 0771 4420483, s_eyles@sky.com



Distance award.

I put together a year-by-year history of the modifications to my V11 over my 15 year ownership, complete with supporting track-day pictures. Tony Calleyne did a modification write-up on his lightly tweaked V7 II.

Friday arrived, the stand was quickly erected, and the club’s paraphernalia used to decorate the gazebo. I took a couple of photos and reviewed them that evening. Early Saturday morning I returned for the finishing touches and changed a few bits that I had noted from the photos the previous night. At 10.00 am I abandoned the Saturday crew to their own devices and returned later on in the day for an unofficial de-brief and hand-over of funds and forms of the four new members.

Sunday morning was also an early start to get a good parking spot for the Sunday evening tear-down and a pre-show coffee. The show opened and the first visitors rocked up. The first punter volunteered that he had been looking for a Moto Guzzi but had been unsuccessful in finding one of the right quality and price.

His plight set my grey matter processing and a plan was hatched. I

asked where he had been looking and after his unremarkable response I led him to the members ‘for sale’ section of Gambalunga and explained that most club members’ machines would be advertised in the magazine or on the club website first, as it was free to members. Only the less desirable stuff would then find its way on to Auto Trader or ebay. Therefore it was worth taking up membership to put himself in the best place to get the right bike. I explained the subscriptions, and funds duly came forth. Method established, I repeated the process and it was highly successful. The Sunday team recruited a further seven members before the show closed.

Many hands and attention to Jennet’s detailed box packing lists meant the teardown was quick, slick and orchestrated. We were all away for shortly after 18:00. Good job done, Pennine show team!

On Monday evening, the membership funds were transferred to the club’s account and the membership forms sent to Jennet. The return of the club paraphernalia was arranged later that week.

Kevin Gladstone



Moto Guzzi Club GB

West Dorset Branch

Mad March Hares Run

As the riders poured into Broadwindsor Craft Centre, the numbers swelled to fourteen, which included three visitors. Thanks to Peter Dempster and his ‘gang’; they had devised a drop-off system. Bob Smith volunteered as the Tail-end Charlie. It was good to see some old faces like Jim Naylor and Richard George join us.

As we set off on a bright but cool spring day, we took the B3163 to Beaminster, up Storridge Hill to Toller Down. Descending along the A356 we noticed the white blossom of black-thorn coating the hedgerows. As we left the main road and turned down through Higher Wraxall we passed the fine stone manor house (c1630) of Wraxall Manor. We continued to meander along the country lanes passing through Cattistock; the baying of the famous Cattistock hounds can still be heard around the village; then on to Maiden Newton.

Briefly touching the hectic A37 we turned off into the pretty village of Charminster, crossing the river Cerne. At the other end of the village we picked up a minor road passing Frome Whitfield. On this elevated site we were blessed with impressive views of the county town of Dorchester.

Continuing our journey, we passed Kingston Maurward College, through Tincleton where we all caught up at Waddon Cross, and en masse turned right towards Crossways. Travelling south we peeled off to Morton Tea Rooms where the staff had thoughtfully laid out a banqueting table in our honour!

After lunch we split up, some wandering off to view the grave of T.E. Lawrence. The remainder visited the 18th century church of St Nicholas and marvelled at the exquisite engraved glass windows produced by Laurence Whistler including a memorial to a pilot shot down over France in 1940. It felt very atmospheric!

Mad March Hares at Moreton

Please send all branch news to Michael Howers
by June 14th for the July-August 2019 issue:
assist_ed@motoguzziclub.co.uk

Our final stop was Clouds Hill, a former woodman's cottage built in 1808. Lawrence sought sanctuary here in his short but full life.

Nearby he built a garage to house his beloved Brough Superior SS100s. There is an inscription above his front door; it translates as 'Don't worry'. He built a book room, bathroom, music room and bunk room made in his own individual style. He had a state-of-the-art wind up gramophone which used fibre needles for the best sound quality.

See you next time (maybe we will all be riding a new V85TT)!

Simon Beadles

West Devon

March 24th was a glorious sunny day when I met up with Andy, Bob, John and Rachel, Stu and Pat at Smileys rest area before riding on to Broadwindsor where we joined up with Simon Beadles and a further six Moto Guzzis.

Setting off we headed towards Beaminster along some of the less travelled routes through rural Dorset ending up at the Tea Rooms in Moreton, a sleepy village not far from Bovington.

Following refreshments we visited the nearby St Nicholas church then paid our respects to T. E. Lawrence at his final resting place before ending the day at Clouds Hill, Lawrence's former home.

Coming up:

Saturday 25th & Sunday 26th May is our Big Chill camping weekend. This year we are combining our camp again with the Upottery Airfield Heritage Trust and the Westonzoyland Aviation Museum for a Military Experience Event titled Weston War. This will feature living history groups, military vehicles, aircraft displays, trade stands, catering and bar.

10.00-17.00, Westonzoyland Airfield TA7 0JS (near Bridgewater). Camping with facilities £5.00 p.p.n.

If the 2015 event at Upottery is anything to go by it should be a cracking weekend.

Also in the pipeline is a run out into Cornwall, to link up with some of the Cornish members for a cream tea run – keep an eye on the events forum for the date on this one.

Peter Dempster

Borders and Mid Wales

February and March saw us in our winter hibernation hole, the Lion at Llanbister. 'Hole' is not an accurate description for the Lion, which is an old fashioned pub about 15 miles from Llandrindod Wells on the road to Newtown, one of the nicest roads in mid-Wales. They always make us welcome, food is good, room is warm, no jukebox or gaming machines. Just the job for a good natter. Our conversations rarely centre on bikes – is it the same in other branches?

Despite efforts to let all members in our catchment area know we are alive and kicking, the attendance is pretty stable, around ten of us, usually including me, Paul and Karen on V7s, Heinz on the nuclear cockroach Quota, Mike and Julie on the BMW F650, John D on a variety of old and pristine original V7s and 850s, Neil on a Triumph or two, Rick and family on an Enfield or Ural, not to mention Ken who travels great distances on his Piaggio Beverley (180 miles +); great bike, crap name. Sometimes I turn up on an MZ for comedy value and sometimes we are blessed with the presence of John Hooper and posse from Staffordshire who are always welcome.

The major discussion point is the Red Kite preparations, which are going well. It promises to be a great weekend, but even in the fairly relaxed way we plan it, there's still a lot to be sorted, especially the balance between being organised enough to work without being too formal and 'corporate'. It's hard work being laid back!

That's all for now. Please call me if you wish to know where we will be from April to September as we travel about, or look at the events page in Gambalunga. Either way, new faces are always very welcome. Safe riding to all!

Jon Walter

North Staffordshire

Wow, April already, and the first camping event of the year has been and gone. The attendees enjoyed great weather – let's hope that's a good omen for the rest of the year.

Staffs members will next be heading to the Scottish Rally which we always look forward to. Great company and the best motorcycling roads in the

UK make it a great start to the touring season. We love our camping, so if you don't get to Scotland we'll see you at another of the excellent weekends organised by this club.

With the lighter nights with us now, the Staffs away meetings begin on the third Wednesday of the month. The dates and venues can be found on the events page or the club forum or Facebook site. The scope of these meetings will be extended this year by Ian, the Stafford Branch organiser, who is running his own series of meetings as far afield as Kinver, giving members in the south of the county some meetings to come to. We try to advertise all the events and rides out that we are doing so that fellow members can come along and join us. Keep a check on the club's social media pages.

With the Facebook page now attracting 2,000 Guzzi owners, many of them new to the club, it would be good to welcome some to our branch meetings. It's going to be a busy summer – come along and say 'Hello.'

John Hooper

Stafford Branch

The all new Stafford Branch has gotten off to a slow but steady start, with five members in regular attendance. The Bore Hole micro pub, which is also tap to the Limestone Brewery next door, is proving ideal, as it is quiet on a Monday (so far), is easy to get to, and has ample parking.

Plans for evening runs from April to September are afoot, the aim being to visit areas of Staffordshire that don't have a club but will have club members. Areas will be Alrewas, Rangemore and Tutbury to serve the Burton and Lichfield areas, with visits to Codsall near Wolverhampton, and Kinver in the 'deep south' of the county. Kinver is so far from Stafford and Stoke that this will be a day ride on a Saturday.

Other than that, the branch is a 'work in progress' and I hope that numbers will grow with help and support from other areas who may wish to come over and meet us. We might even get a camping weekend in some time later in the year if there is enough interest. Here's hoping for a repeat of last summer's weather!

Ian Shaw

Cumbria Branch

The winter weather seems to have arrived and so reduced the opportunities for good, dry rides with no salt on the roads. However, we continue to have monthly café ride-ins and also the monthly meeting. December 16th was the ride in to Karma Llama Café near Penrith. The day was a bit miserable so it was no great surprise that there were no bikes there when Jane and I arrived on the California. It looked like it would just be the two of us when Steve and Caroline arrived, so we indulged in more coffee and cakes, followed by a tour of the animals at the café. Most were well wrapped up and hidden away, but the llamas were out and greeted us in the supercilious manner that llamas have. The January café meet up at Café 66 was better attended with four bikes (two Guzzis, a Buell and a Honda), and a good breakfast was shared with Janet, Steve and Mark, followed by a pleasant ride home through Kirby Stephen and Sedbergh.

We didn't think that the February ride-in to The Blue Bird Café by the lake, Coniston would fare any better



At the Bluebird Café



Moto Guzzi Club GB

with the weather, but the sun gods smiled on us and it was one of the warmest February weeks ever. This saw a lot of bikes join us on the shores of Coniston Water, plenty of Guzzis and lots of other makes. A bunch of bikes from Morecambe Bay Classic Bike Club joined us – several members have Guzzis – and it was really good to meet them all. Everybody sat outside in their shirt sleeves enjoying the company, food, bikes and the scenery – days don't get much better.

The March café meeting was at the Filling Station in Keswick. The weather was back to normal and was chilly but dry. An excellent turn out of twelve people enjoyed the coffee and chat.

We'll continue with the monthly 'café ride ins' – these will be put on the forum, email and Cumbria Guzzi Facebook page.

The monthly meetings continue and the first one of 2019 was on the 1st January – which only had three of us there. Perhaps New Year's Day evening is too close to some other previous evening celebration! February's

meeting was back up to six of us, and was a good relaxed chat.

The meetings are on the first Tuesday of the month at The Manor Arms, Broughton in Furness from 7.00pm-9.00pm and everyone is very welcome.

Please take care and ride safely.

Robin Sandman

Scottish Branch

This period started with a lunch meet at the Old Aberlady Inn just off the A1 south east of Edinburgh. The day was good for the time of year with some nice sunshine and blue skies. The inn had allocated the conservatory at the rear of the building for our group which was ideal to take full advantage of the sunshine. Very pleasant indeed. Plenty of chat was had about the forthcoming bike show and all things Guzzi as usual. Once again we had an excellent turnout and the inn staff looked after us well.



Our next event was the Scottish Motorcycle Show, 9th-10th March, at the Highland Showground at Ingliston. The organisers of the Classic element of the show had changed and the information during the run up to the show had been sparse, so we were somewhat concerned as to what we would find when we arrived to set up.

The first problem was trying to get into the approach road to the hall with the car and trailer – we were told to go and park up somewhere and come back in half an hour. After a little discussion we were allowed to unload the car and carry everything into the hall for the set up. This was straightforward as there were plenty of our very able members there to help out.

The space allocated for the stand was a bit tight and our efforts to expand this as we have done in previous years was thwarted by the organisers.

We had an excellent display of motorcycles on the stand including a California 1400, 1200 Sport, Daytona RS, 400GTS, Stelvio, Zigolo 98cc, and the award winning 1953 Motoleggera of Robert Craig.

A big thanks must go to John and Chris for making the effort to make such a long journey to have their fantastic Daytona RS on display on



our stand, which generated a great deal of interest.

The show was very busy at times over the weekend and we had lots of club members visit the stand, and quite a few potential new members. All in all a successful event.

The break down and packing everything away into the car was delayed somewhat due to only one exit route being available – hopefully this will be sorted next year as there are other exits that could be used to speed things up.



Our next lunch meet was at the Woodside Hotel in Doune on 24th March. Once again we were given a room to ourselves and, as usual, members kept arriving and tables were added to accommodate them all. Plenty of chat about the forthcoming rally and good service from the staff.

By the time you read this the Scottish Rally will be over for another year – hopefully the new venue will provide everyone with another enjoyable event and the weather will be kind to us.

Cheers,

Ian Mackay



Fenland Branch

The Bristol show at the Bath and West showground, Shepton Mallet was postponed to 24th-25th February. This did mean that numbers were down on previous years because, maybe, traders and punters had other things planned. However, Bob Smith and his loyal members made the best of it, laying on a good show with limited resources.

An impromptu trip to a track day at Cadwell Park, Lincolnshire saw a few Fenland Branch Guzzi members taking advantage of some welcome spring sunshine on 29th March. Let us hope for a repeat, and trips to other local venues throughout the year.

The MCN Festival of Motorcycling on 18th-19th May will again have a Fenland Branch presence. We have requested a large pitch, as we have for the last couple of years. Therefore there will be plenty of space for more

exhibitors to display their bikes. Please get in touch if you would like to exhibit. This would entitle owners to a pass for all weekend including camping and access to the entertainment in the evenings. If you are visiting the show please be sure to visit the club area for a chat and tea or coffee.

Be safe.

Alan Barker

Wiltshire Branch

Our year got off to a quiet start with a small turnout of three to our meeting in January, I couldn't make it to that one unfortunately.

The February meeting had to be postponed due to heavy snow, not so common down in these parts and caused chaos for a day or two, for me at least, as I couldn't get home from work at the end of the week. We managed to meet up the following week and surprise, surprise, we had a very good turnout! Six regular attenders, plus two new faces. Welcome to John who has a California Classic and Steve with a tricked out Le Mans I (owned for 35 years). I hope we see them again and get to see their bikes, too, in the better weather. Speaking of which, there was only one bike in attendance at the meeting. I can't be the only mad one surely? It was only raining.

By the March and April meetings, things had settled down to about six regular attendees, but it was really good to see Alan from Swindon on his V7 as we haven't seen him for a long while.

Team Trangia, our impromptu camping group, managed to escape for a night away back in March. We went to one of our old haunts, the Bruce Arms near Pewsey, for the night. Ian and Hector had been for a ride down to Southampton to take a look at the new V85TT. Very nice, by all accounts, more than can be said for the reception at that particular dealer. Nuff said. By the time they got to the pub, I had made a start on dinner and it was very pleasant being outside. However, once the light failed the temperature dropped, so we set off indoors with a view to testing the beers on offer.

At our April meeting, there was a strong will that we should resume our roving meetings again through the better weather part of the year. Yes, we are a bunch of optimists, aren't we?

So, if you intend coming to a branch meeting, the location will be notified in my usual emails, in the Wiltshire branch page of the club forum and on our Facebook page "Wiltshire Moto Guzzi Club".

If you're not on my email list, please get in touch (details in the branches page).

Damian Lockley

Danum Branch

A short and sweet bit of news: monthly meetings are going strong at The Sun Inn, Doncaster, DN5 8RN, on the first Tuesday of the month at 7.00pm, talking bikes, beer and batteries! Just call in if you can make it.

Sunday morning get-togethers are still going on. Hopefully, rides out should pick up now spring and summer are here. The only bit of bad news is the Danum/Denaby camping weekend is not happening this year, sorry. Hopefully back next year.

Phone or email Roy or June if you want to know anything about us, Two Wheels Good, Three Wheels Better.

That's all for now,

Roy, June and Des

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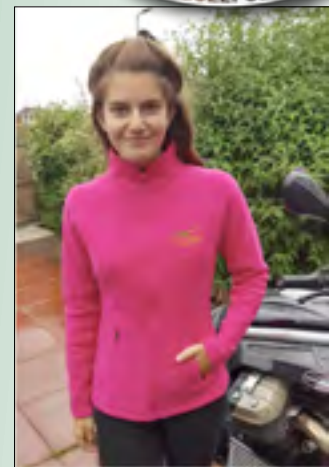
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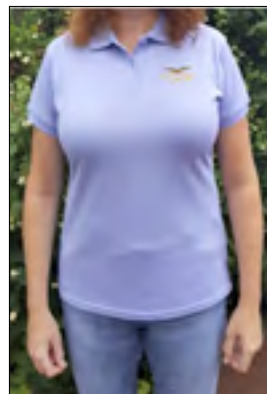
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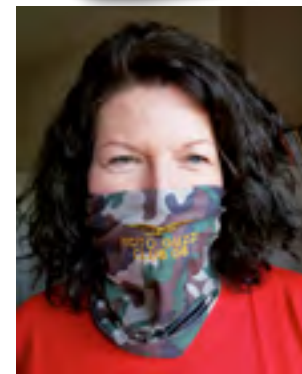
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Moto Guzzi 1100 Sport injection



1997, 39,000 miles. Superb condition. Any inspection welcome, must be seen to be appreciated. 12 Months MOT. Laurie, 07398 197466 or email: lauriedparker58@gmail.com for further information and pics. £5,750. (Worcester).

Norge 1200, 2007



39,500 miles. Owned since November 2014 and in that time it's been great.

The bike is kept under cover and is in great condition. There are no notable marks on the paintwork. There are a couple of minor scuffs on the luggage. Big service at 36,000 miles. Oil, filter and battery just replaced. Upgraded halogen headlights and HyperPro suspension. Widescreen Garmin Sat Nav. Top box has two extra safety lights on the back. Both Michelin Road Pilot tyres in great nick. Two keys and the security code are present along with manual, log book and service history. MOT, £2,800. Steve, ste_barrett@hotmail.com, 07585 045998 (London N8).

Moto Guzzi Norge, 2015



18,000 miles. All the latest modifications carried out at the factory. A truly lovely bike in exceptional condition. I am only selling as I need to make room for a new Moto Guzzi. The bike's been looked after with love and attention by Moto Guzzi enthusiasts. The motor pulls smoothly through the rev range with ease. We travelled to the middle of Italy last year for our two week holiday, full camping kit and it was faultless for the 5,000 + mile trip. Full matching luggage. New Avon tyres. Rear hugger. Front fender extender. USB and 12v power on the dash panel. Heated grips. Electric screen. Laminar Lip screen extension. £6,300.00. David, 07900 493030 (Blackwood, S. Wales).

Moto Guzzi Stelvio, 2015

44,000 miles. All the latest modification carried out at the factory. A great touring bike, looked after with love and attention by Moto Guzzi enthusiasts (one owner). The motor pulls smoothly through the rev range with ease.



Bike is in good condition but panniers and top box are showing signs of use! New Avon tyres to be fitted. Front fender extender. USB and 12v power. Heated grips. Adjustable screen with extension. SS rocker cover bolts. Oil cooler cover. Injector covers. Anti-tamper brake fluid cover. Original tool kit. All oil changes and services recorded. Toolbox. Fitted with GPR silencer to save weight (original will be supplied). Wilbers shock absorber (improves the handling when fully loaded). Personal Plate is an optional extra not in sale. £6,000. This or my Norge will have to be sold. I am advertising both but once one is sold the other will stay! David, 07900 493030 (Blackwood, S. Wales).

Low Brevia 750



19,000 miles. 12 months MOT. Adjustable length rear shocks with spring rate for lightweight rider (additional springs included for heavier rider/pillion plus original shocks). Shortened side stand. Forks located approx. 15mm higher to lower front. Guzzi 'Lady' seat. Standard parts supplied. SS fixings everywhere. Heated grips. Guzzi luggage frames with soft luggage (not fitted). Recent new tyres and cables. New battery. All oil, filters and brake fluid changed. New front disc, pads and front brake hose. Rebuilt callipers with new seals.

New steering head bearings. £2,750. Jon, 07722 040778. (N. Wales but could deliver between there and Sussex).

Sport 1100 1996



Owned since 2006, 39,839km. This is the last of the carb models in good original condition. New rear tyre, batteries and MOT until 27.3.2020. £4,500. Alan, 07930479584. bikeralan.ab@gmail.com (South Lincs).

V75SP, 1991



Modest mileage, excellent mechanically/tyres but bit shabby. Superb Guzzi wind-tunnel fairing. Lowered for 5'8" rider, original Koni legs with it. H&B carrier, MOT August 24th. At 84, getting a bit frail for the weight. £1,600. John, 01392 420268 (Exeter).

V9 Roamer, 2017

7,000 miles, 1 owner, showroom condition, over £700 extras including touring screen, rear rack, C-bow pannier frames, Oxford panniers, engine bars, Baglux tank bag harness, Baglux tank bag, foglights, Satnav power supply, Optimate lead. New tyres (Pirelli Sport Demons, 50 miles), full MG service history, pearlescent white/red paintwork, photos and full service history etc. on request, £6,000. Tel Mike 07766 305187 (near Honiton, Devon).

Bits and Pieces

750S parts

Petrol tank, aircraft type filler, excellent paintwork; front wheel with discs; fork tubes, lower fork legs, spring units etc; brake callipers; stainless brake hoses; tool boxes; silencers; mudguard brackets. Björn, bjorn@christiansens.co.uk, 02392 359 549. (Lee-on-the-Solent, Hampshire).

Brembo brake parts for sale



New condition, not used:

PS15 linked m. cyl. overhaul kit, big block '75>'92 & small block '78>'92, £15. PS15 linked m. cyl. pivot pins kit, big block '75>'92, £5. PS15 linked m. cyl. operating lever, big block '75>'92 - £18, £20 for both. PS15 linked m. cyl. operating lever, small block '78>'92, £18. PS15 linked m. cyl. pivot pin kit, small block '78>'92, £5, £20 for both. Mille GT Series 2 new clutch cable, £12. Used side panel badges, excellent condition: Pair 'III' for V50 III & Le Mans III, £12 pair. Pair '850-T', £18. Used PS15 linked m. cyl., low miles, excellent condition, small block '78>'92, £40. Used V65 lower yoke cover, good condition - £15. Black&White poster, Girl on a Guzzi, 50cmx60cm, £15. All above prices include postage. Also 1991 750T front & rear wheels complete, good condition & paint, front includes floating discs, both straight and ready to use. Front, £90, rear, £60. Collection only. David Carpenter, davidcarpenter@gmx.com, 01798 812502 Ans.Mch. (W.Sussex)

Wanted

Project Single

Looking for a pre-Nuovo Falcone single. Would prefer a 500 but a 250 would also be OK. Definitely looking

for one that needs restoring; would even consider a basket case as long as most bits are there. Phil, 07770 728424 (Coventry).

Small Business Ads

Baldrick's

London's newest independent Moto Guzzi workshop. All service and repair work undertaken on V-twin models, including latest models. Fuel injection a speciality. Lifetime labour @ £55/hr (ask me). MOTs arranged; other makes also catered for. Opening times: Tuesday-Friday 09.30-18.30. Saturday 10.00-14.00. Tel: 0208 857 7777. Mobile: 07536 116 176 (shop hours) email baldricks@hotmail.co.uk Unit 20, rear of 282/284 Court Road, Nottingham, London SE9 4TU.

Reboot B&B and Camping

Accommodation available in France: B&B in double en-suite room from €45.00 per night; evening meal also possible. Basic camping available with use of house facilities. <http://fortified-frenchretreat.moonfruit.com> or contact Pete or Vikki on rebootguzzispares@hotmail.com or 00335 4974 1980/00336 7879 2115 or look at <https://www.facebook.com/fortifiedfrenchretreat>.

Stainless Steel Specials

Chris Shaw Engineering, manufacturer and supplier of quality stainless steel fasteners to fit Moto Guzzi and BMW motorcycles. Tel: Chris 01790 755515 or 07702 862508. Email: info@shawstainless.co.uk Website: www.shawstainless.co.uk.

Reboot Guzzi Spares

Used spares for all models 1975 onwards, the usual and the unusual. Vast stock of spares covering most models. www.rebootguzzispares.com Email rebootguzzi@gmail.com; phone 00335 4974 1980 or 00336 7879 2115. Also on Facebook, Reboot Guzzi Spares, follow our page for updates. Accommodation available also, see separate ad.

Non-member private classified advertisements

Non-members can advertise a bike or parts and accessories for sale in Gambalunga, and on the club website, for a single payment of £15.00 (with a picture). For the magazine or website only, the cost is £12.00. Email the ad (maximum 50 words) with a picture to editor or if typed or handwritten, to Mike Howers (addresses on p.3).

For payment, either send a cheque for the appropriate amount made out to 'MGCGB' to our treasurer, Martin Churchill, 85 Wellwood Road, Newhall, Swadlincote, Derbyshire DE11 0JQ with a note containing your name and full address, explaining what the cheque is for, or if you use Paypal, send to: treasurer@motoguzziclub.co.uk making it clear who you are. If you prefer a BACS transfer, please use 'advert' + your surname as a payment reference. Otherwise we cannot identify the payment.

Account Name: Moto Guzzi Club GB, Account Number: 03367630, Branch Sort Code: 60 - 10 - 10

Small Business (Trade) advertisements

Please contact Julian Franck, Trade Adverts Officer, Moto Guzzi Club GB, 51, Woodland Drive, Woodhall Spa, Lincolnshire LN10 6YG. 01526 352097 or advertising@motoguzziclub.co.uk for lineate rates for regular advertisements.

By law, advertisements from traders must be disclosed as such.

Multiple bikes or piles of spares appearing over a number of issues will be assumed to be from traders.

Readers should check whether they are dealing with a trader when replying to an advertisement.

Twiggers Motorcycles

Moto Guzzi Service Centre and workshop for service and repair to Moto Guzzi twins. We continue with the same high quality customer service, diagnostics, repairs, warranty repairs, servicing, parts and accessories that we have become well known for in the

Moto Guzzi community.

We also offer servicing, repair and parts to most other makes, competitive tyre pricing and MOTs. Please phone for a quote or ride over. Used bikes are available – please phone for details. Check opening times at twiggersmotorcycles.co.uk. Tel: 01509 263967.



ENHANCED PARTS FOR MOTO GUZZI MOTORCYCLES



V7III - V9 Rockercover Bolts
Stainless steel rockercover bolts CNC machined. Set includes six large bolts and eight black finish M5 stainless steel button heads.
Direct replacements for inferior OE bolts.
Fit and forget
Full set £48 inc UK P&P



CARC protector. With additional L bracket and rubber buffer. Powder coated in black finish - silver to order.
Complete with longer high tensile mounting bolts.
£64 inc UK P&P

Cheques payable to K Neck. Post to 39 Riseholme road, Lincoln LN1 3SN
www.lincolneagle.co.uk



Gambalunga Back Numbers

Back numbers are available from December 2004/January 2005 to date with the exception of February/March 2005 and June/July 2007.

Price £3.50 including p&p (to UK addresses) from Julian Franck, 27 Waterside, Evesham WR11 1BU. Make your cheque payable to Moto Guzzi Club GB. Please contact Julian (julianfranck@talktalk.net) to enquire about overseas postage or with other queries.



Beware the end of renewal 'grace days'

by Emma Airey, Head of RH Specialist vehicle insurance

For most of us, riding without valid insurance is a risk that's simply not worth taking.

Apart from the possibility of acquiring six points on your license and a minimum fine of £300, the potential consequences of an uninsured accident are shocking. That's why sensible motorists never leave themselves open to the possibility of a 'pull' by the police for riding without valid insurance cover.

Unfortunately, your chances of becoming uninsured without your knowledge have increased in recent years as a result of a change in the way the Motor Insurance Database (MID) is run.

The MID is the central record of all insured vehicles in the UK. Managed by the MIB (Motor Insurance Bureau), it's used by the police and the Driver and Vehicle Licensing Agency (DVLA) to enforce motor insurance laws and reduce the social impact of uninsured riding.

In 2016, MID changed its policy on 'days of grace', the unofficial truce between the end of a policy and its renewal date that many motorists have traditionally received from insurers like RH.

From now on, all insurers (not just RH) are legally forbidden from allowing any days of grace. If instructions to renew a policy aren't received by the renewal date, or ideally ahead of it, the insurer has no option in law other than to let the policy expire.

To make absolutely sure that you have continuous insurance, and to ensure your existing renewal premium remains valid, you should put some sort of reminder into your diary, or set an alarm on your mobile phone or computer. RH will naturally send you a renewal reminder (and attempt to contact you) but you may be on holiday when it arrives or the postal service may even fail to deliver.

One way to avoid the problem altogether is to pay your premium by Direct Debit* – thereby ensuring the policy renews automatically. Whether you're time poor or time rich, this is by far the easiest and most worry-free way to guarantee peace of mind at renewal time.

*Direct Debit charges will apply. To request further details, please email rh@ers.com.

Call any of the friendly team members on
0333 043 3911
or email rh@ers.com



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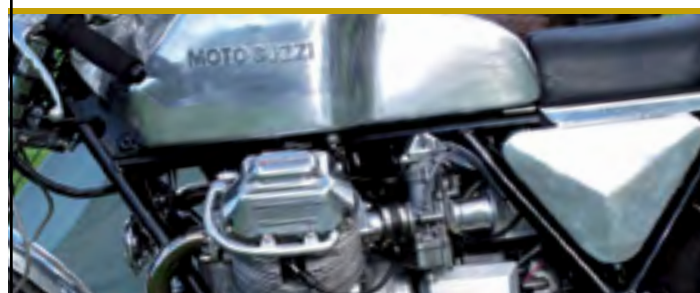


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