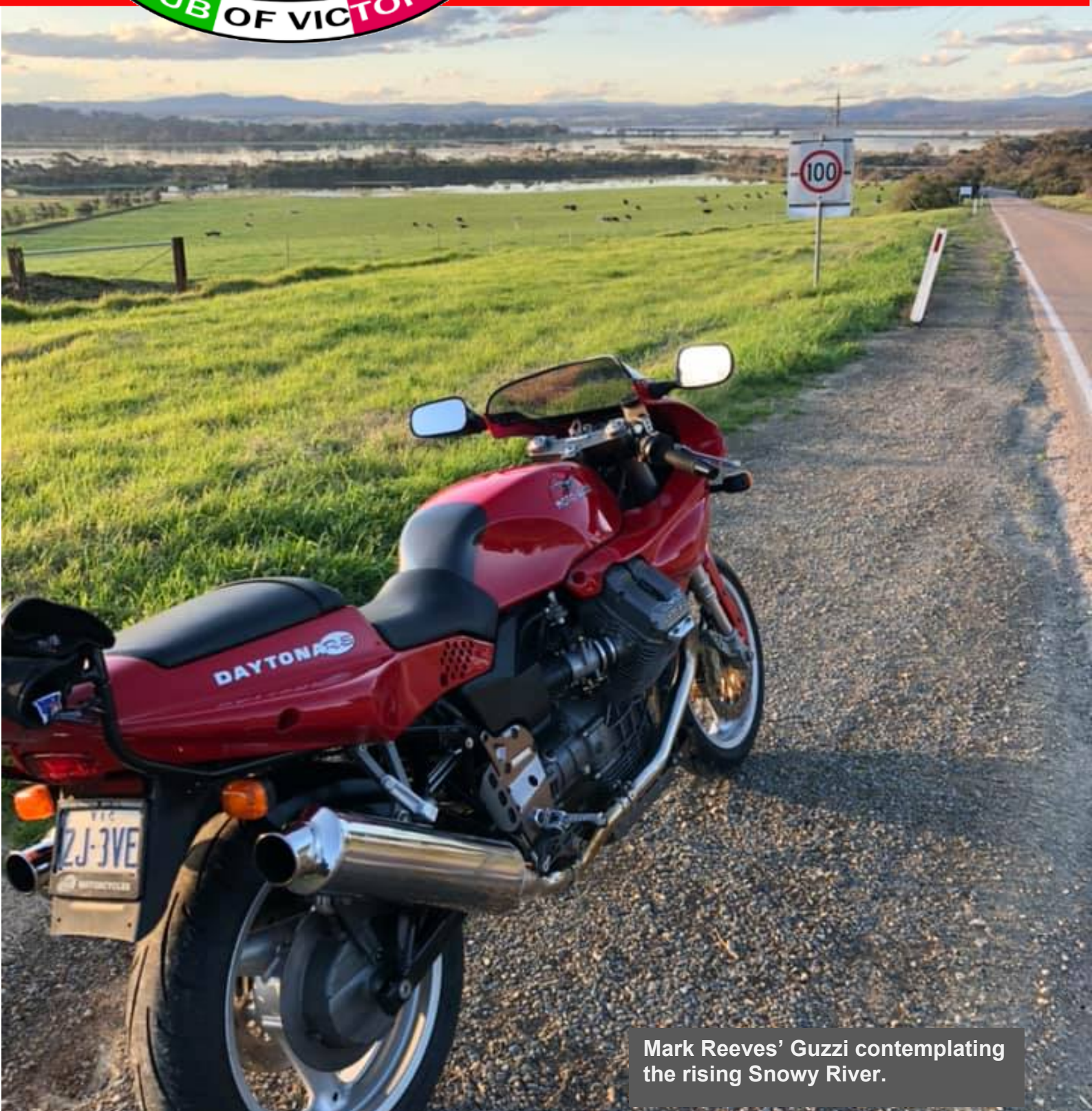




Edition 311 Nov-Dec 2020

Genio e Sport



Mark Reeves' Guzzi contemplating
the rising Snowy River.

The official newsletter of the
MOTO GUZZI CLUB of VICTORIA INCORPORATED

Print Post Approved PP100019162
P.O. Box 340, Deepdene Mail Centre. 3103



<https://motoguzzivictoria.club>

@realty

CRAIG TAYLOR CEA (REIV)

LICENSED ESTATE AGENT/AUCTIONEER

0412 566 800

craig@atrealty.com.au

www.craigtaylor.com.au

www.atrealty.com.au

OPEN, HONEST REAL
ESTATE...

LONG TIME
MEMBER OFFERING
SPECIAL CLUB
RATES



GUZZI SPARES AUSTRALIA

www.guzzispares.com.au



SPECIALIST PARTS IMPORTERS
FOR ITALIAN MOTORCYCLES

Tel : 0414 901 837

OR

CALL ROB on 0425 764 071

e-mail : guzzispares@bigpond.com

skype : guzzisparesaustralia

GENIUS & SPORT

MOTO GUZZI CLUB of VICTORIA INC.

Committee & Office Bearers

Committee

President	Brian McKinnon	0435 144 180	prez@motoguzzivictoria.club
Vice-President	Glendon Dunn	0405 228 373	vp@motoguzzivictoria.club
Secretary	Andy Matthews	0413 803 890	secretary@motoguzzivictoria.club
Social Secretary	Tony Jarvis	0429 426 688	social@motoguzzivictoria.club
Treasurer	Larry Blackmore	0413 005 454	treasurer@motoguzzivictoria.club
Committee	Mick Cahill	0417 035 607	social@motoguzzivictoria.club
Committee	Tony Jarvis	0429 426 688	social@motoguzzivictoria.club
Committee	Keir Harrex	0408 597 341	social@motoguzzivictoria.club

Delegations

Magazine Editor	David McMillan	0409 943 007	editor@motoguzzivictoria.club
Memberships	John Ferguson	0408 320 511	membership@motoguzzivictoria.club
Red Plate Reg'	John Ferguson	0408 320 511	membership@motoguzzivictoria.club
Run Captain	Tony Jarvis	0429 426 688	runcaptain@motoguzzivictoria.club
Social Secretary	Mark Galli	0407 767 764	social@motoguzzivictoria.club
Sponsorship & Advertising	Edwin Janse	0414 559 653	sponsor@motoguzzivictoria.club
Technical Officers	Pierre Collet	0408 949 750	pcollet54@hotmail.com
	Marc Robinson	03 9851 6224	marcsrobinson@me.com
Webmaster	Brian McKinnon	0435 144 180	webmaster@motoguzzivictoria.club
Welfare Officer	Edwin Janse	0414 559 653	sponsor@motoguzzivictoria.club

The Moto Guzzi Club of Victoria always seeks what is in the best interests of its membership. The MGCoV has chosen to only associate with sponsors and advertisers who are prepared to treat our members in an honest, ethical and professional manner. Should any member feel they have not been treated in such a manner by any club sponsor or advertiser, please discuss your concerns with the MGCoV sponsorship coordinator or committee member.

The MGCoV encourages members to use the services of those businesses who are prepared to support the club and who share this vision.

Disclaimer: articles in this magazine are contributions from members, and views expressed do not necessarily reflect those of The Moto Guzzi Club of Victoria Inc., or the committee and office bearers.

Social Nights & Committee Meetings

General Meetings are held on the first Wednesday of every month at the Terminus Hotel, 492 Queens Parade Fitzroy North, 3068. Look for the Guzzis parked outside.

An informal Social Sip is held on the third Wednesday of the month at the same venue.

All members and prospective members are welcome.

After the Yarram Run

— Mick Cahill

It's hard to believe that it was 20 June that the Club had its run to Yarram — the last one before the current CV19 lockdown.

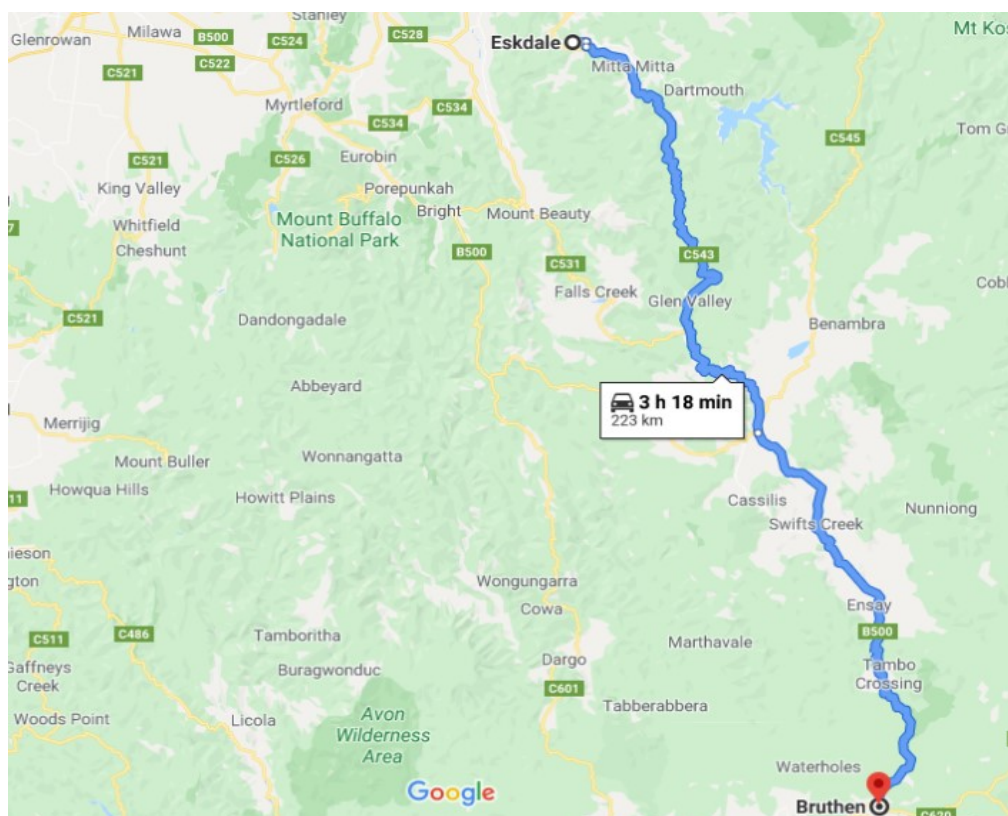


As the rest of the club members headed back to Melbourne, I headed east toward some riding in the North East of Victoria.

The ride along the South Gippsland Highway to Sale was gentle sweepers on a sunny day. Being only a short time after the first lock down, traffic was light and the riding easy.

The long straight road out of Sale to Bairnsdale has to be the one most boring stretches of road around, just dead straight mostly single lane but it leads to what I believe is one of the best rides to be found anywhere; Bruthen to Eskdale. To be honest, the road right through to Tallangatta is best but in was the winter solstice and the days were short and cold and the few too many reds the night before meant a shorter ride was the best bet.

I had booked a little cabin at the Eskdale Caravan Park which had a fantastic heater within which was welcome after a long cold ride.



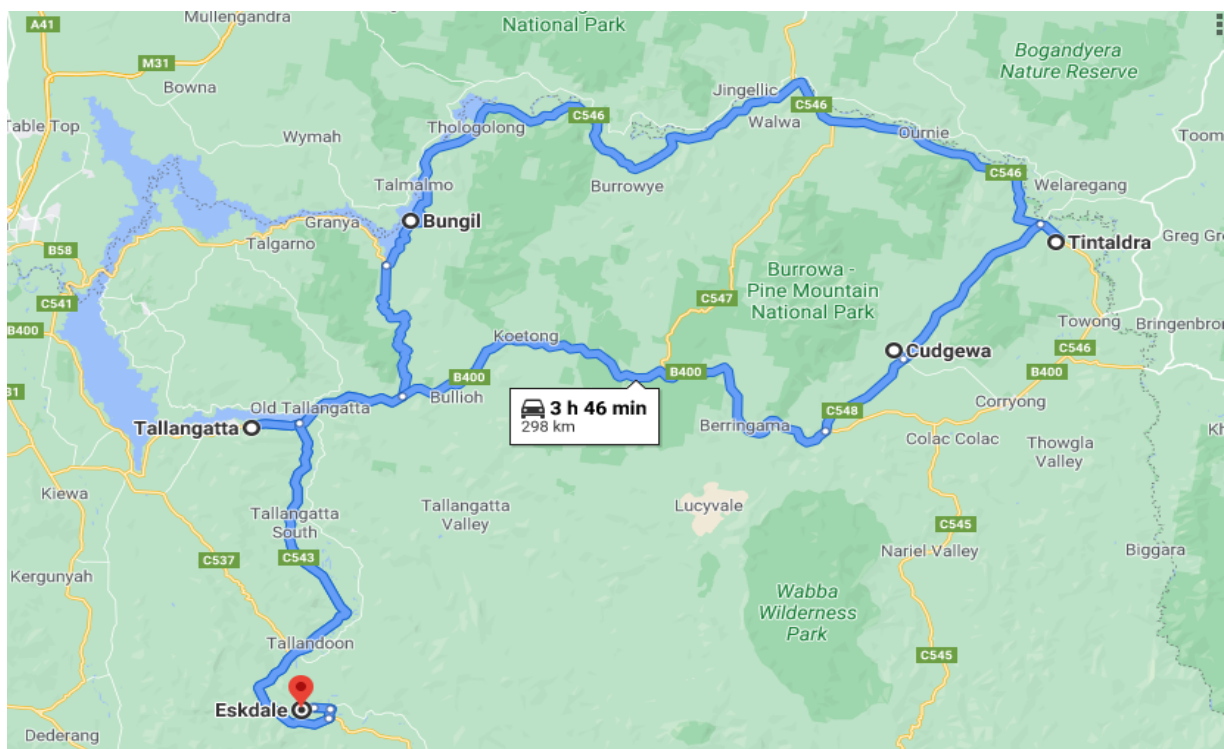
I shouldn't complain really; the sky was clear and the sun warm most of the way to Omeo, but the dark grey clouds hanging over Mount Hotham in the distance were an ominous warning. I stopped in Omeo and put on the wet weather gear — jacket, pants and over-mittens. It was wet, cold and I

had 127km to go! At a couple of the higher parts of the road the temperature dropped to 1°C and drizzling. The thought of a bit of black ice did cross my mind.

I got into my cabin about 4.30 and while standing by the heater thawing out, rang the pub about a meal. They weren't open but would do me a take away pizza so I wouldn't go hungry. The owners are bikers having moved down from Mackay to be in better riding country. The model of a BWW GS up on the bar and we had a chat and a couple of beers while the pizza was being made.

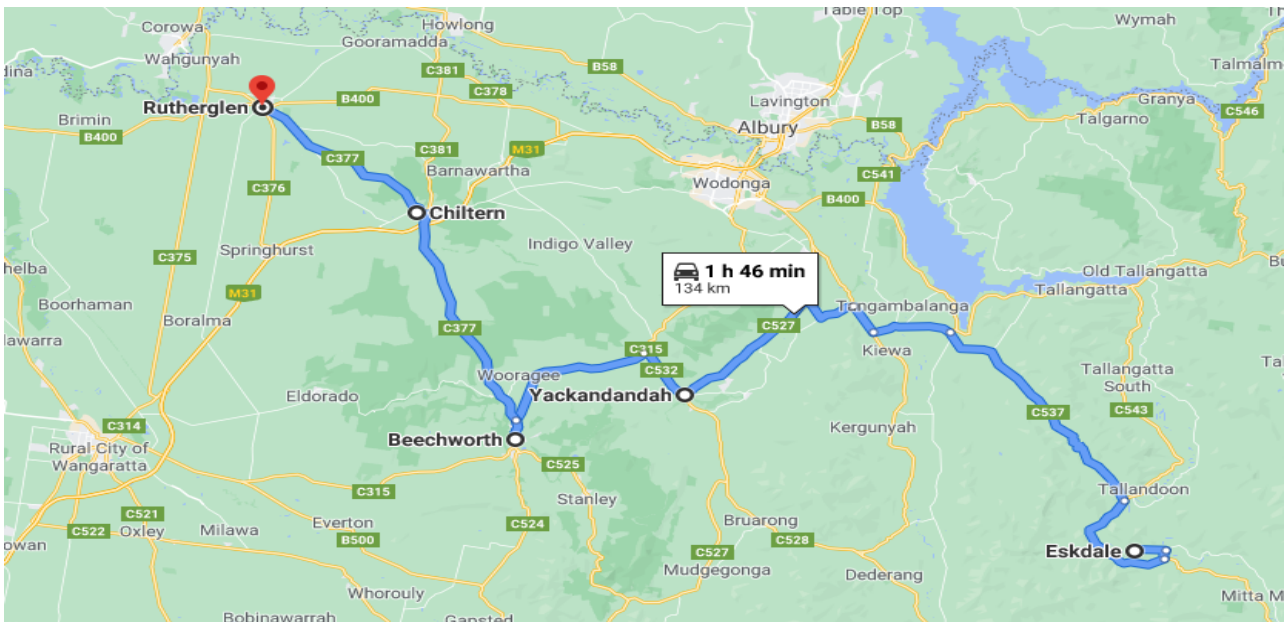
I booked in for a couple of nights in the cabin. Apart from a good pub, Eskdale has a great little supermarket and 24-hour fuel.

After coffee and breakfast, it was time for a ride.



The Granya Gap road is under-rated, it's a fantastic ride. One of the sad things of no longer going to Jingellic annually is we miss this ride. Coming along the Murray River Road the scars of the summer bushfires were evident. Especially at Cudgewa which was badly hit with a number of burnt-out buildings.

Another noticeable part of the ride was the number of improvements in surface and facilities along the Murray River Road. Well worth coming back to explore, I noted.



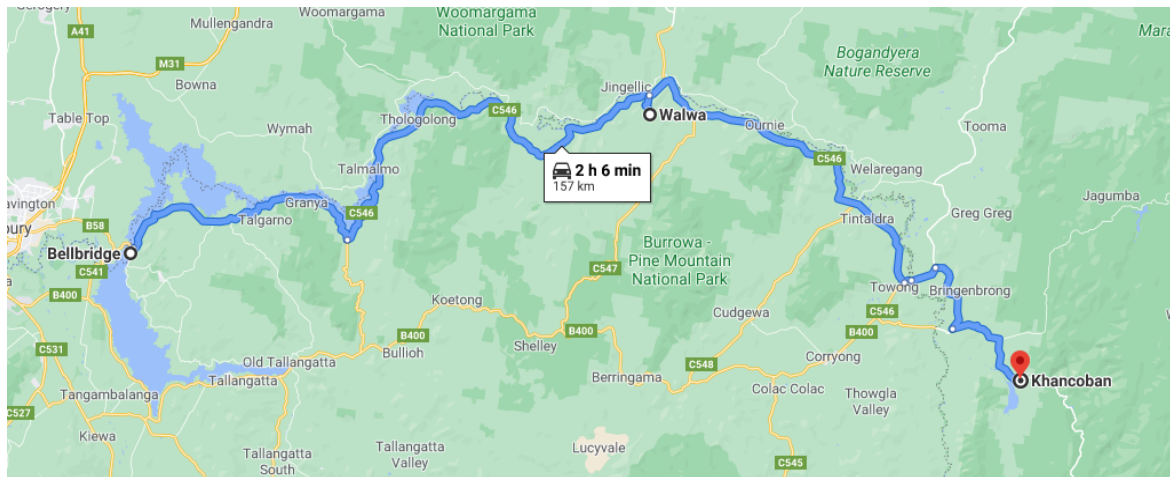
With stops at Yackandandah, Beechworth and the historic Woolshed Falls, I was in Rutherglen in time for lunch at the Rutherglen Bakery and some afternoon wine tasting at De Bortoli. De Bortoli have taken over the old Seppelt cellars in Rutherglen with a tasting room, restaurant and accommodation. All looked good and the wine tasted great but my accommodation was at the camp ground.

After a night in Rutherglen I took a loop through Howlong and through the northern part of Albury and across Lake Hume/Murray River and onto the Great River Road (aka Murray River Road).





There has been quite some work gone into establishing the Great River Road as a road-trip destination. It's a pleasant and picturesque ride rather than challenging or exciting.



The Great River Road is a pleasant 157 km ride from Bellbridge to Khancoban. There are a lot of free camping sites along the river and a number of stops with viewpoints, parking, shelters and interpretation as well as some sculpture. The Murray Cod at Tintaldra my favourite.



I had booked at the Walwa Riverside Caravan Park. The owners, Heidi and Kev, were fantastic. They allocated each site a specific shower cubical and provided free wood to use on the camp fire. Lovely on a cold winter's night and perfect for grilling some kranskies from the Walwa General Store.

It was an easy ride to Khancoban the next day so it was a walk along the river, lunch at the Tintalra pub and up into Corryong for some snacks for dinner and set up camp at the Khancoban lakeside caravan park.

Once again, the shower facilities were regulated with designated cubicles and the camp kitchen and other shared facilities were all closed. All the cabins were taken by contractors working on the bushfire recovery.

Little did I know then that within a couple of weeks Victoria would be shut down again. I await the next ride in warmer weather with anticipation!!!

<https://piecemealadventurer.com/>

Dear Editor,

Thought the club members might be interested in this.

Chris Saltinstall is the chap in the UK that I helped with cylinder head development at the end of last year with his Le Mans 1. For this year, he did switch out the round barrels and heads and fitted square barrels and heads, but crank, rods and cams stayed the same. The old round barrel heads did have the big valves fitted but on advice from me (re heat dissipation) swapped the top half to square fins.

Well, Chris has just won again this year the Classic Racing Motorcycle Club A series, although the series was cut short, 6 rounds as opposed to 9 rounds.

Cheers,

Bill Finnegan

Hpower - Performance
and Diagnostics

Contact Us

Bill Finnegan
11 Valley View Drive,
Whitfield, VIC 3733,
Australia

Tel: +61-3-5729 8120
billf@hpower.com.au



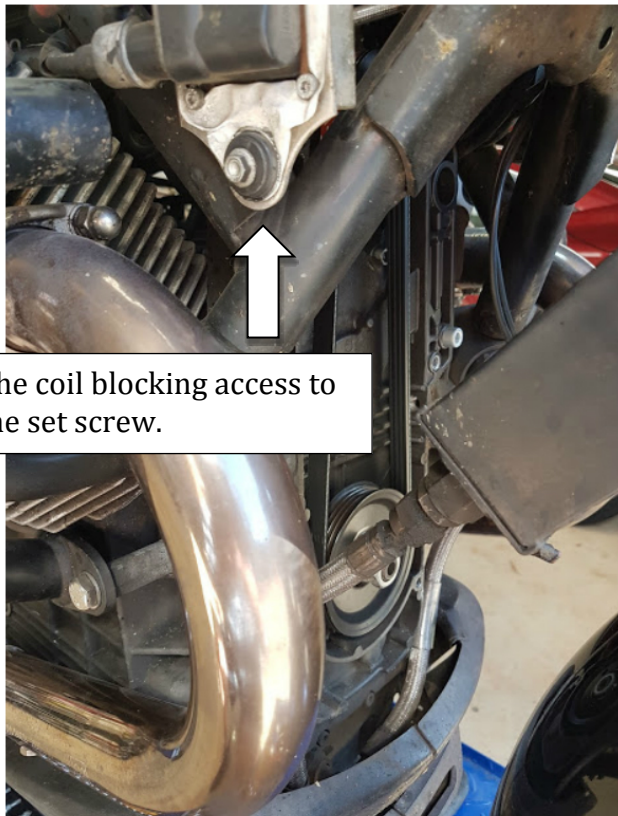
Replacing the Brevia 1100 Alternator Belt

— Mackers

The Brevia is now up to 80,000km so I decided that it was time for a service. And since we are in partial lockdown due to Covid, I had plenty of time. The alternator belt was last replaced seven years ago, so now was the time to learn how to do it. I read everything I could on the Guzzi forums and ordered the belt from Mario at Thunderbikes in Perth.



First job, remove the fuel tank. Then I ran the Brevia up on the ramp and jacked her up so I didn't have to scramble around on the floor.



The coil blocking access to the set screw.



Alternator set screw and lock-nut.

Moved the oil cooler out of the way, and removed the alternator cover. A bit cramped getting the top screws out, especially the one up at 2 o'clock, but took my time.

Before I removed anything else, I tested the belt tension with my fingers so I had an idea of where I was heading. I undid two screws holding the coil and hung it out of the way to gain access to the lock-nut and set screw; this tightens up against the alternator to tension the belt.

There are two bolts holding the alternator in position. One undid easily but the other (also up at 2 o'clock) barely moved, even with a length of tube for a breaker bar on the Allen key, and refused to loosen. I determined that there was a nut at the rear, turning with the bolt. Eventually I inserted a spanner from above the left-hand cylinder onto the nut — there was just enough room and I had to get a workshop light to see what I was doing. With a bit of strongarm, the nut and the bolt let go with a loud "CRACK" which Jane heard out in the garden. (I would have liked to put some grease or CRC 5.56 on the bolt but access wasn't possible. So I worked it back and forth a few times.)

The alternator didn't move enough to simply lift the belt off. With a screwdriver wedged between the belt and pulley, I rotated the lower pulley crank shaft nut and she slipped right off. The belt was in good condition — I have seen photos of them being quite worn and shredded. For info, it was a *Gates 4PK725*, available everywhere. I replaced it with a Moto Guzzi belt. The Gates had a slightly smaller diameter than the Guzzi belt and looked more substantial.

The new belt slipped on with a turn of the crank shaft nut. Tightened up the belt by turning the set screw and then the lock-nut. I assessed the belt tension as I went — should be able to turn the belt 90 degrees the gurus reckon, and that's how the original belt was when I tested it.

Then tightened up the two alternator bolts, replaced the coil, cover and oil cooler — job done.

It took me two hours and I wasn't hurrying.

It's handy to have a variety of tools. I was continually changing from Allen keys to inhex ratchets, and so on. This el cheapo Kinchrome ratchet which I found in a "Sale" box was worth its weight in gold. Removal of the top cover screw (up at 2 o'clock) would have been tedious without it because I couldn't rotate the Allen key very far.



Breva 1100: 100,000 Mile Report

— Chris Jessop. Discussion in *BNS12 Chat & Tech*, Guzzitech.com.

Our Breva V1100 clocked up 100,000 miles on Saturday 12th September 2020. It is our second Moto Guzzi to reach this figure. My wife, Jane's 2006 Breva 750 currently shows 130,399 miles and it is still going strong.

We have owned the Breva V1100 from new and took delivery from Moto Strada in Shipley, Yorkshire on the 27th August 2005. The machine has been used solely for pleasure rides/tours during holidays and at weekends. It has never been used for commuting or when there's salt on the roads.

Cosmetically the machine is in excellent condition and it certainly does not look like it has covered 100,000 miles. There are the inevitable stone chips of course but except for greying paint on the front of the engine the overall finish has held up very well.

The engine, clutch, gearbox, shaft drive, CARC bevel drive unit and all electrical sensors are original components and apart from routine servicing and maintenance have remained untouched.

Up to 78,000 miles it was serviced by Moto Strada but after they closed, I have done all the service and maintenance work. When we first bought the machine, where appropriate I went round all the fasteners in corrosion prone locations and applied Copperslip to the threads. This has paid dividends throughout its life because I have not come across any seized fasteners.

Oil consumption is still negligible and average fuel consumption is 43/45 mpg.

The machine was sold with Metzeler Roadtec Z6's fitted. They have proved to be an excellent touring tyre offering good grip and stability in all conditions. I have not felt the need to change brands or type. Rear tyres average 13,000 miles and front tyres average 18,000 miles.

Brake pads are EBC FA244HH front and FA181HH rear. Front pads usually last around 32,000 miles. I replaced the original Brembo rear pads at 75,260 miles when I fitted a new EBC rear disc. The original disc had developed a slight run-out and was a MOT advisory at that time. The front brake discs are still original.

During our ownership of the Breva V1100 I have also covered 70,000 miles on our 2008 Buell XB12X Ulysses and 7,500 miles on our 2019 Moto Guzzi V85TT. I'm 6ft 3" so both the Buell and V85 are better suited to me ergonomically than the Breva V1100 but I can ride it long distances without too many aches and pains. Tours of the UK and mainland Europe plus frequent visits to the Moto Guzzi factory in Mandello del Lario have proved it is a more than capable long-distance machine.

What has gone wrong in 100,000 miles? Extraordinarily little is the simple answer. I don't know whether it is down to its relatively pampered existence or just good luck, but it just keeps going and seems to thrive on high miles. To date it has been supremely reliable.

The following details are taken from the machine's service record:

- 4,996 miles CARC bevel drive unit replaced under warranty recall. (April 2006)
- 12,789 miles Guzzi heated grips fitted.
- 38,519 miles Mistral road legal silencer fitted.
- 53,933 miles Guzzi 1200 Sport windshield fitted.



- 64,409 miles Rear wheel hugger fitted.
- 69,558 miles The original CARC reaction rod corroded quite badly. The replacement is an Italian made Rosso Puro unit and is far better quality.
- 70,092 miles OEM catalytic convertor replaced with Agostini 'Y' connector pipe.
- 70,691 miles Battery replaced with OEM Yuasa YTX20CH-BS. (August 2015, 10 years old)
- 75,260 miles Original rear brake disc replaced with EBC MD840.
- 86,953 miles Front/rear brake hoses and oil cooler hoses replaced with HEL hoses c/w stainless steel end fittings.
- 87,099 miles Mirrors replaced with NOS Guzzi units.
- 90,416 miles Front brake light switch replaced.
- 95,430 miles Petrol tank insulation mat and all breather hoses on the machine replaced.
- Centre stand replaced with NOS Guzzi unit plus new springs.
- Clutch hose replaced with HEL hose c/w stainless steel end fittings.
- Clutch master cylinder refurbished, new lid and seal fitted.
- Front wheel spindle/axle, spacers and wheel hub seals replaced.

Alternator belt, precautionary replacements:

- 35,898 miles August 2010
- 54,095 miles January 2013
- 84,124 miles August 2017

Dr. Ferg's Medicinal Monday Ride

— JFerg

The “Ring of Steel” was coming down on Sunday night and I was itching for a ride of more than 20 minutes that didn’t end at a shop for essential items. Many have pointed out that Monday is far from being “mid-week”, but Monday had two big advantages; it was the earliest opportunity for a ride, and the weather forecast was perfect.

A veritable sea of bikes crowded the cars out of the car park at Cafe Z when I arrived just after 9.00; fourteen Guzzi Club bikes and four knuckle-draggers doing their own thing. Great to see were some new faces of more recent members, Alex Acatos (1400 Cali), Andrew Innes (V7 Racer) and Richard Webster (V86 TT), whilst Edwin and Paul Wise had already done a decent ride just to get to the start point. So had Ian (surname withheld by request) from Geelong who had been so unwell as to not be able to go to work. I promised him the day would make him better.

Promptly at 9.30 we filed out for St. Andrews and the tight and twisting Buttermen’s Track to Yarra Glen for a fuel stop. Fate had conspired to shut all the petrol stations around Research this morning....On to Coldstream for a flog through the Gruyere sweepers to Warburton Highway and a drone to Yarra Junction before the manifold delights of Noojee beckoned. Always a superb bit of road, and under clear blue skies, 25° sunshine, with light winds and a gaggle of Guzzis, it was fantastic.

Noojee Pub was highly organised in the best Covid-safe practices, but with plenty of outside space there was no trouble getting in. Sunny tables in the beer garden; how good is this? Geoff Miller and Tony Horn arrived to swell the numbers. Consensus rated the food as pretty good; we must come here again.

Never a fan of doubling back on the same route if it can be avoided, it occurred to me that we could detour at Yarra Junction across Don Road. That would take us to Healesville, the delights of Chum Creek, and sneak in that little bit of dirt that I like to do.

The group splintered from Noojee, Barend and Alex on their 1400’s fleeing the idea of dirt, Paul and Edwin taking a more direct, but no less scenic, route home, which left a still reasonable group. There’s around 5km of dirt on Don Road. Last time we did it, Larry assured me it wouldn’t be too wet, but he was wrong and it was like chocolate custard. This time it was very dry, but had been spread with screenings to make it interesting. At least, as lead rider, I had clean air!

Chum Creek, uphill, perfect conditions, on a Monday. Hard to improve on that, particularly when it leads you to the Kinglake — St. Andrews road. By the time we arrived at St. Andrews for a cool drink we were down to just four riders; Mark Galli, Andy Matthews, Don Radford and myself. The cafe closed, but the pub was open, so we sat on the verandah with cool drinks. Here we had as close to a medical emergency as we’d come; had Andy had grinned any wider, the top of his head would have come off. As we sat, a familiar thrum grew closer and a red Mk I Le Mans passed. It slowed, turned, and Anthony Terzo joined us.

At the last regroup before he peeled off, poor, sick, Ian confessed to me that taking the midweek ride had cured him completely! At home I received an email from Andrew to the same effect. Proof, if ever it was needed, that a midweek ride cures all ills.

Mid-week ride 9 November 2020

— Barend van den Hoek

Thirteen members and their bikes turned up early at Café Z in Research for a cuppa and snack where we compared our Covid 19 stories and caught up on the latest news. Masks sometimes made it a little difficult to understand each other, but there was no hiding the big smiles and air of excitement as we were all ready for our first long ride in perhaps 6 months.

Ferg had studied the weather maps and decided that Monday was the pick of the bunch. It was also the first day after easing of Melbourne's distance restrictions; so, while it wasn't really "mid-week" there were no complaints and we couldn't wait to get out on the bikes again and to twist the throttle.

The group departed promptly at 09:30 with the temperature a cool 11° C. Social distancing was observed as the more experienced, faster riders created a gap between the slower riders at the tail end, but corner marking allowed the slower riders to find their way easily.

We headed out towards through Kangaroo Ground into the hills and down into Yarra Glen, then onto Cold Stream, Woori Yallock and Launching Place without any comfort stops. I think we just wanted to ride on and on... enjoying the great roads and weather. By the time we reached the Noojee Pub at 11:30 it was a comfortable 22 degrees, and we were quickly taking off the leather gear to cool down and enjoy the sunshine. I for one was glad to get off the motorcycle seat and stretch my legs.

Two new members joined in for their first mid-week experience – Alex on his burgundy California 1400 and Richard on his new VTT85. Three more members joined us at the pub where we enjoyed a relaxed lunch and went our separate ways, home around 1:30 in the afternoon.



Automotive Machining By

HEADWORKS PTY LTD

Leigh "Basil" Keir

408 Neerim Road

Murrumbena 3163

Phone: 9568 5226

Mobile: 0410 514 356

Cylinder Head Reconditioning

Port and Polishing

Valve Guide Replacement

K-Line Guiding

Surface Milling

Valve Seat Inserting

Valve Grinding

Broken Stud and Bolt Removal

Thread Replacement

Alloy Welding

headworks01@internode.on.net

The Mandello eagle's wings are becoming grey and the wing beat slows. But they're still there, the loyal Guzzisti. We are here for these enthusiasts.

We keep the eagle flying



STEIN DINSE



AUSTRALIA

 196-198 MAROONDAH HWY
 HEALESVILLE 3777

Moto-Guzzi Spares
 Brembo
 Dellorto

Wirth fork springs
 Silent Hektik electronics
 Full workshop facilities
 Engine rebuilds

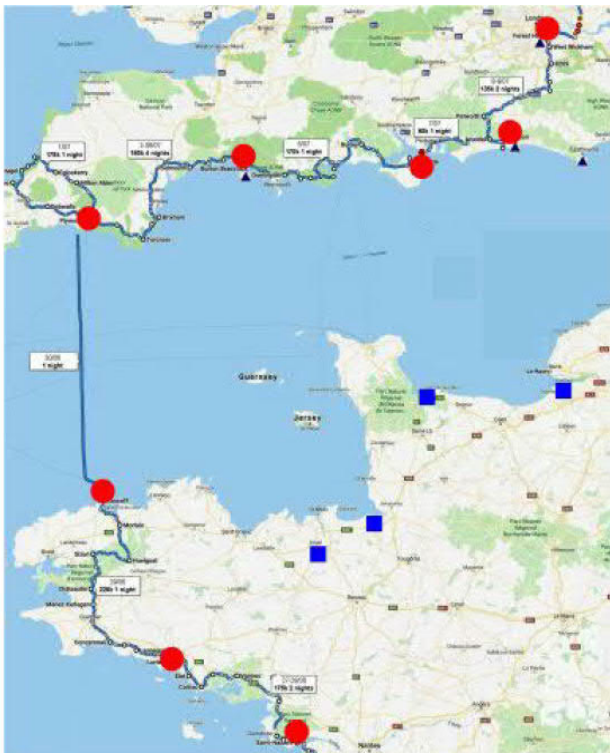
P.O. Box 1229, Healesville Vic 3777

Tel: 03 59 621 366

Fax: 03 59 621 377

Email stein_dinse@hotmail.com<http://www.dropbears.com/s/sda>

15 Weeks in Europe - April to July 2019



June 27 is Ride Day 54 and we're riding from Saint-Nazaire to Lorient on France's North West Coast, and with temps in the mid 30s, this would be our most uncomfortable day's ride of the entire trip, although a couple of days in Greece were hard as well. I'd rather ride in rain than in those temps sucking every little bit of moisture out of you in full riding kit, even though we hydrated extensively throughout the day.

However it must be said that the scenery certainly compensated for the discomfort. We took a break at La Baule-Escoublac before moving along to Vannes where we happened upon a military or police passing out ceremony - all pomp and ceremony.



On through Auray to the prehistoric Alignements de Carnac. These are pretty amazing; hundreds of rocks, big and small, all precisely arranged with some age old superstitious reasoning. We passed five or six fields of them and then 10kms further on another field. There were quite a few tourists around.

Larry & Norma Blackmore - Pt 5. France to UK



We continued on to a pleasant interlude at Etel, and so onto Lorient where we'd scored a room without air-con which is quite normal for these parts, but a cheap fan would have scored them points on booking.com. They couldn't have cared less, so they didn't score well. A difficult 175kms today.

A lay day and in spite of the heat we ventured forth like good little tourists to visit La Base, where we visited the Cité de la Voile Eric Tabarly; a tribute to the French sailing superstar of my days of sailing, and rightly so for his incredible feats of single-handed sailing and sailboat design. His line of Pen Duick boats continue to hold fame in the world of sailing. He was an inspiration who was sadly lost at sea while pursuing his passion.

We also saw a couple of modern day short handed ocean racers. The giant foiling trimaran, Gitana 17 (below), races as Maxi Edmond de Rothschild and has covered 1235 kilometers in 24 hours through 3 meter seas - an amazing sailing speed machine.



We visited the submarine museum and got to look through a submarine. It's hard to believe just how complicated those things are, nor to comprehend how confined they are. Maximum height is 1.8m so I need not volunteer.





A cool change came in so Saturday 29 June was a much more comfortable day. We called into Moelan-Sur-Mer which proved to be less than captivating so we moved on to the fortress in the middle of the harbour at Concarneau. Neat place. We indulged and had a milkshake although I hadn't intended on paying for the entire cow.



Concarneau

Past Quimper and on to delightful Chateaulin.



Chateaulin

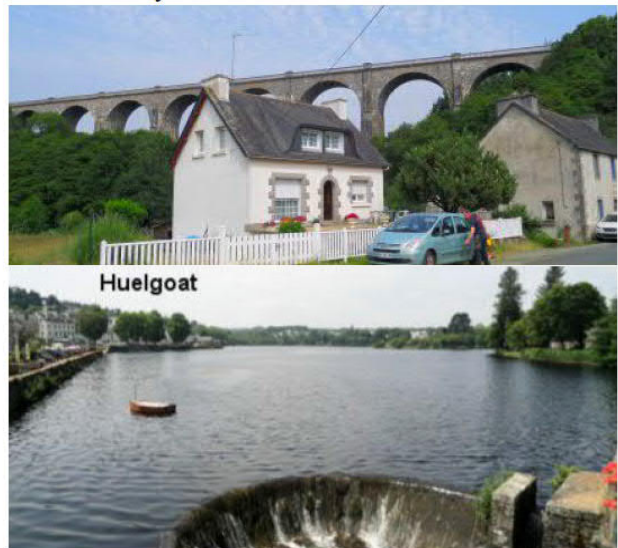


We took some pics and moved on to Sizun, a little town sitting on a cross roads that attracts quite a number of casual travelers, including us.

We ran into Stephane who was riding a Moto Guzzi Centauro which was in immaculate condition and also the proper color; red and white of course. We spent a pleasant hour together. It turned out he was on the design team that had the contract to build Australia's new submarine fleet.



Stephane suggested we take a detour to Huelgoat and so we enjoyed some of the day's best riding and visited the day's cutest town.



Huelgoat

Morlaix was next and desperately needed as we were running perilously close to pushing the bike when we finally found a fuel station.

And so onto our final destination on the continent for this trip. The road to Roskoff (pronounced Rosko) was a delight as we chased the estuary to the sea then carved our way along the coast road to the point of departure to the UK and eventually home.

A 230kml day, which had come to be quite cool as we scouted out a place to celebrate au-re voir to Europe. Thanks for the pleasure.



Morlaix



Roscoff



Sunday 30th June and we're up, packed and loaded, and down at the Brittany Ferry terminal by 8am. We're hoping there's a cafe there for breakfast, and there is, but alas it's closed; come on France. England is on the horizon.

We disembark at Plymouth and do customs with the minimum of fuss. Our accommodation is at McBrides Hotel in the old town. It's directly opposite where the

Mayflower left for the new world all those years ago. We do our normal wander of the local area, and a very famous area it is too. This is where Sir Francis Drake deferred from immediately engaging the Spanish Armada to finish his game of bowls. Never mind that the tide was against him anyway, so it seemed a good thing to do at the time. You know you're in Blighty because there's a Fish and Chippery on every corner. We had mushy peas with ours.



Plymouth Hoe



Mayflower Steps

The next day's looking like perfect riding weather as we head off on a loop of northern Cornwall and all is going well until I feel a slight vagueness in the front while going around one of the million roundabouts we encountered in England. A quick check of the Tyre Pressure Monitoring screen shows that the front tyre is indeed down to 25psi. That's not right. We pull into a convenient servo and 15 minutes later we're on our way after inserting a plug. I don't care if you like them or not, IMHO they're great. (it was still holding perfect pressure 5,000kmls later)

Our first stop is Port Isaac after a delightful jaunt through Cornwall's countryside. It seems everyone else in the world thinks Port Isaac is a good place to

visit today as well. I can certainly understand that though as there's something very appealing about these old harbours. I think the TV show 'Doc Martin' is filmed around here as well.

Port Isaac



From here we turn north and ride through the hedge lined lanes to Boscastle via Tintagel. We walk out to the harbour mouth and I marvel at the work that's gone into building these walls, and of course no visit to Cornwall would be complete without sampling a traditional Cornish Pasty. OK, so I've now done that.

Boscastle



Crackington Haven is next on the plan and then home via secondary roads. The thing about riding through these areas is that the countryside looks absolutely stunning in it's patchwork quilt of paddocks and soon to be harvested fields. The trouble

is that you rarely get to see it because of the way they built the roads back in mists of history. It seems that their plan of attack was to dig down to find a solid base on which to build the road itself while piling the overfill on the sides of the roads, and then planting a hedge on top of that. So needless to say you can hardly see a thing while you're riding along.



A pleasant 175kms for the day.

Tuesday 2nd of July and we have our normal 'in the room' breakfast, which consists of yogurt and a banana purchased the previous evening (in this case from the local Post Office would you believe), with muesli. A quick stop to wash the bike and we say goodbye to Plymouth and its history and mushy peas; we head east. The reason for the bike wash is that today we're going to visit my sister Jill and her husband Phil. Phil rides a Triumph Sprint, so I have to be sure that the Guzzi will outshine Britain's best - no contest really.

Another delightful days ride as we pass through one English village after another. We stop at Dartmouth for morning tea and then catch the little ferry across the typical English harbour.

Dartmouth



On to Brixham and by-passing Exeter we continue to Sidmouth for lunch. Seems like all those tourists that were at Port Isaac yesterday are here today. Who am I to say anything?

We take to the road again, the Guzzi is loving these roads as we pass through Seaton and Lyme Regis before pulling in to Charmouth Beach where we take a well deserved Nana nap under a tree.

We arrive at Burton Bradstock in the mid afternoon and it's great to see Phil and Jill again after last seeing them at the end of our 2016 trip. Ride Day 57 is 185k

We enjoyed three lay days here with perfect weather as we lazed around in perfect company and lovely surrounds. A well earned break.

It's Saturday July 6 and it's time to move on, thanks for the wonderful hospitality Phil and Jill. Phil accompanied us for a ways along the route as we continue east through the beautiful surrounds and little villages with their narrow streets and too many parked cars.

Lulworth Castle was closed,



And Corfe Castle was in disarray

The day was heating up as we pulled in to the world's most popular chain of restaurants for our first Maccas in 3 and a half months. Still a feeding frenzy.

Then south through The New Forest with its many free roaming horses, and associated road litter.



Further south to Lymington where we caught the ferry across the Solent to Yarmouth on The Isle of White, to Osborne Castle of Queen Victoria fame.



We dropped in to Fishbourne to check out tomorrow's ferry departure point before completing 170k of a very pleasant day's ride at Ryde, at what would once have been a fairly grand hotel. We took a wander around town as is our wont.



Mmmm, that noise outside is rain so it's on with our Panda Bear Wear, as Norma has come to call our wets, and we head for the 8am ferry which means we forfeit our included breakfast, not happy about that. The crossing to Portsmouth is uneventful if wet and we stop and grab a pic of the Victory of Nelson fame before taking to the congested freeways to tiny out of the way quintessential English village of Findon.



Ride Day 60 of 135ks has England's B roads inviting us via Arundel and it's perfect castle, to Petworth and East Grinstead where we stopped at the local Moto Guzzi dealer in the hope of seeing the latest V85TT, but they didn't have any on the floor.

Arundel & Castle



We then headed north towards London. I wasn't particularly looking forward to this section of the days ride and I thought we'd be engulfed by traffic. But by sticking to the lesser roads we had what was our final day of solitude and wandering enjoyable roads and lanes before the last 10kms to my Uncle Albert's.

99 years old and still lives by himself and with all his marbles and a huge store of experiences. I'm claiming his genes. We had a thoroughly enjoyable lay day with him and took the opportunity to get to better know my cousin Tristan and his family.



This pic of Norma and myself in Albert's garden. Looking pretty relaxed, you can see all those cakes and icecreams have caught up with me.



Wednesday July 10th is the final day's ride of this wonderful adventure and was predominantly a freeways day as we negotiated the constant traffic. We stopped at Ipswich and washed the bike for its return to Aus and to please our picky quarantine inspectors.

We booked into the grand old Orwell Hotel and celebrated our blessings and each other with a fine meal in the fine old dining room before retiring and sorting our gear. 150ks.



July 11th is a bitter sweet day as we left the life of fantasy behind and faced the prospect of reality as we dropped the bike off at the shippers and caught the train to Gatwick airport. A quick glimpse of the Shard Tower from the train window was as near as we got to London on the way through.

SOME STATS:

We did 11,905kms on 61 ride days & 40 lay days.

I'd fitted new Michelin PR4 GT tyres prior to leaving which had worn exceptionally well with probably 75% wear and one puncture.

The bike used about 200mm of 10/60 full ester synthetic oil but I think most of this was seepage from the leaky oil pressure sensor switch.

I am so grateful for the opportunity to undertake the second trip of a lifetime. This wouldn't have happened without the encouragement and support from such an amazing lady as Norma, not to mention the fact that she was there for every kilometre, every laughing moment and also the few tense moments we encountered with hardly a murmur, although goodness knows what she was thinking on a couple of occasions – thank you so much my love.

We are also both thankful of the fact that we didn't have one incident of any real concern with the bike nor any problems with our health. One cannot ask for more than that. The weather was mostly very kind.

So next time you ask?? There is a well sorted plan but Covid will dictate when that happens. 2022? Northern Spain, French Pyrenees, Sardinia, Corsica, Italy - Mandello, Switzerland, France, Ireland and the UK, that's the plan, so hopefully it'll come off.

Thank you for following us and participating in our journey. Until next time. God Bless. LB

Borranis

— JFerg

The only good news story out of the ill-fated Convert experiment was a nice set of wheels, Borrani alloy rims and stainless spokes.

Like the rest of the Convert, they were sad looking, surface corroded and scungy from years of dry storage somewhere in the USA, but had not done many miles. I took the glass-hard tyres off, stripped the wheels completely, and sent them off to be water blasted. This brought the spokes, hubs and bearing carriers up a treat, but left the rims themselves an open, matt, finish. They needed to be polished.

Conventional wisdom at this point would have been to strip the wheels completely, send the rims to be professionally polished, and then re-build them. That would have been expensive and cumbersome, but the harsh realities are; (1) I am a tightarse, and (2) once fitted to the Lemon they'll be dirtier far more often than clean. So, I decided to polish them, assembled, myself.

I made a simple fork affair which went into the bench vice and took the wheel on its axle. This put it at a good working height, and allowed me to see fairly well what I was doing. 600 wet and dry followed by 1000 wet and dry and that was followed by metal polish and a rag. Around and around, deep into the grooves inside the flanges, up and around the punching for the spoke nipples. This was tedious in the extreme, and bloody hard on the fingers. I tried the Dremel with a polishing mop, but that was all wrong and did not really help at all. In the end I'd do an hour or so at a time and come back to it later. I have no wish to think too hard about how many hours in total were devoted to this. There is/was no substitute for old fashioned, Imperial, elbow grease.

Finally, they were polished to an acceptable level, and at this stage, Guru Steve made his vital contribution: "Spray 'em with Mr Sheen". Which I did. Now, a year or more later, the wheels wipe amazingly clean with a dry rag. Still a bit fiddly, and I dare say they'll need Mr Sheen on a semi-regular basis, but nothing sticks to them and they look great.

Which is important, because the looks is what Borranis give. I weighed the snowflake wheels when I took them off with $\frac{3}{4}$ worn tyres. I weighed the Borranis before they went on with their new tyres. Front wheels weighed the same, the rear Borrani was 500g lighter with a new tyre than the snowflake it replaced. If there is a weight saving, it's academic more than real.



Le Mans Tank Resurrection

— Jake Armstrong

In our modern throw away world, where a new part is preferred over a repair, it is good to reflect on the methods of metal repair of our past from an era that many of us know and have lived and experienced.

It's great to see these skills are not lost and are still being practiced to save precious and rare items from being written off towards extinction.

Recently Graeme Easton from the Guzzi club looked to repair a badly damaged 1970's Le Mans tank that had sustained significant damage. It had been returned to him from a paint shop whose work is of good quality, but with this amount of damage they had decided it was not repairable. Sadly, this sort of outcome is becoming an issue and potentially means the sourcing of equally poor second-hand tanks, or even replica's or modern replacements, is certainly not ideal.



Here is the tank with an attempted repair and some bog hidden under the paint from previous repairs.

Graeme found a very rare replacement and gave it to Jake Armstrong of *Armstrong Motorcycle Bodyworks* to be prepared and painted to suit Graeme's Red Le Mans paint scheme. In dropping off the new old stock tank sourced from Mario at Thunderbikes, Jake enquired why he was not repairing the original to which Graeme explained the sad story or "beyond repair" diagnosis.

Hearing this is all the motivation Jake needed and he asked if he could give it a go, and so here is the story of his efforts to save the condemned tank.

Jakes words:

CANT BE FIXED, is a red rag to a bull for me.

I was told the story of the Le Mans tank that had already been returned from panel swapper, oops sorry, panel beater, that said it can't be repaired. So I thought I would chase it up and here we are, FIXED AND METAL FINISHED and with a few extra dents taken out to boot.

Here is the process I followed towards a final successful repair:



The process is as follows, colour match then off to get stripped, with a primed bare tank. I soon realise the inside of the tank is loaded with an old sealer and several large dents that were just bogged up. Now not every tank has the same process. I have repaired others without needing to cut a section out. I decided to cut the top out because that section was damaged and I could tap it up and run it through the English wheel. The top is now open and I've cleaned and blasted the inside then treated it so it won't flash rust.



Next all the dents are tapped up with a hammer and dolly with a file finish for each one. Tap up and reshape the cut-out section and run it through the English wheel until it fits back in the hole perfect. Now time to weld it up, tack it in then weld, and rough file, pressure test then file finish. And there you have it folks, one repaired tank.



Always seek advice from a specialist tank repairer as many, many times the outcome is not as dire as first thought and a repair and refurbishment can be achieved with a great outcome.

Jake Armstrong

Armstrong Motorcycle Bodyworks 0417053672



FATIGUE —Tony Jarvis

Old enough to know better but.....

On a cold and wet morning in August 2016, I left Melbourne to travel to the annual outback horse races at Louth on the Darling River, about 100 km South of Bourke in NSW. I was riding my Yamaha Super Tenere, and looked forward to following the Darling up from Wentworth. The fact that it is was 12.5°C and that heavy rain was forecast did not seem a great issue, as Mildura was only 550 km with a comfy motel bed for the night.

Already I had done the usual and ignored the facts. An honest read of the weather forecast would have alerted me to the probability of the temperature not rising up the scale, nor the rain easing for the whole distance. I found my trusty waterproofs leaked here and there, and by the time I pulled into Bendigo for a pie and coffee, I left a very substantial puddle in the middle of the shop. And yes ...I was shivering.

Now maybe 5 hours into the ride I had trouble with my concentration. The roads are long and flat out that way, and heavy truck traffic had formed typical dips along the wheel tracks. These held long lakes of water specially placed to enjoy some aquaplaning moments, and the heavy rain and spray was becoming a bit like a permanent fog inside my head. Drawing on previous experience in a misspent youth, and bullshit, I increased speed to get there quicker.

After 7 hours I finally pulled into my motel room absolutely knackered. I had to lie on the floor to get my riding gear off, and then actually crawled into the shower and sat under the hot water for ages. Air conditioner was set to "Darwin", and the next morning dawned bright and sunny as you would expect!



OK, I accept many of you have experienced fatigue while riding and have some things you do to cure it. However, my experience of total fatigue was more extreme than I have known in 47 years of riding, and all the more unsettling was the fact that while I was in it, I just gradually drifted away and really didn't sense it was an issue. So I would like to share with you some of the research I came up with to hopefully prevent you being as silly as me!

What is Rider Fatigue

Riding a motorcycle is far more physically and mentally demanding than driving a vehicle. Rider fatigue is more likely to be a response to physical and mental exhaustion. Fatigue may also be increased by exposure to hot and cold weather, noise and buffeting from strong winds and dehydration.

But remember, fatigue is not just a problem for long-distance riders and it doesn't just develop during the journey. Being tired when you get on the bike is also a major issue. Long hours, late nights, lack of sleep and physically demanding roles can take their toll.

Symptoms of Rider Fatigue

- Yawning
- Sore or tired eyes
- Slow reactions
- A couple of rough gear changes
- Daydreaming
- Stiff joints (neck, knees and wrists)
- Poor concentration
- Drowsiness or restlessness
- Running a bit wide on a corner
- Not seeing a sign
- Dry mouth
- Death

What can you do to avoid fatigue?

Preparation.

- Ensure you start your journey well rested, with a good night's sleep.
- Set realistic targets for trips. Work out the distance and your estimated speed and then allow extra time required for rest breaks and to take the pressure off.
- Rider fitness. Do regular exercises for balance, back, neck shoulders, etc. Get an eye sight check.

On the Road

- Drink lots of water. Reduce coffee and soft drink intake, avoid alcohol and other substances.
- Eat lightly – snack on fruit, nuts, muesli bars or even a little chocolate. Digestion takes energy, which is why one feels sleepy after a heavy meal.
- In winter, don't make yourself too snug and warm.
In summer, dehydration is a serious

Understand side effects of medications your taking.

- Check Met Bureau weather conditions, temperature, rain, humidity, wind strength and direction.
- Set your bike up correctly to reduce fatigue. Adjust hand and foot controls to suit your body.
Change suspension settings to for load (pillion/luggage) and dynamics.
Headlight adjustment.
Warmers for hand grips and jacket.

problem for riders because of exposure to sun and wind.

- Stop and take regular breaks, even if you think you're not tired. Don't sit down, walk around and stretch. This should be at least every hour and a half (RTA, 2003).
- Riding gear. Warm layers, air vents, waterproof v rainproof.
Helmet fit and noise.
Sun glare, fogging (Pinlock?) and night vision (Clear visor - tinted visors are illegal at night)

When riding what can you do to ease fatigue?

- Put your weight on the foot pegs and lift your bum off the seat.
- Shrug and rotate your shoulders.
- Rest hands off bars. (maybe get a cruise control?)
- Wiggle your toes.
- Stretch your legs out, rotate your ankles
- Stop

Have a go and test your knowledge of fatigue on the is web link:

<http://testyourtiredself.com.au/>

Now enjoy the ride.



The Hard-Core Motorcyclist Quiz

— Darren Houghton, MGCQld.

Take the hardcore motorcyclist test to see if you actually measure up to the image of yourself that you carry in your mind.

Question 1

How many years have you been riding motorcycles?

- a. Less than a year. Score 1
- b. 1 year to 5 years Score 2
- c. 5 years to 10 years Score 3
- d. 10 years to 20 years Score 4
- e. 20 years + Score 5

Question 2

How many motorcycles have you worn out?

- a. None Score 1
- b. One Score 2
- c. 2 to 4 Score 3
- d. 4 to 6 Score 4
- e. 6 plus Score 5

Question 3

Does Alcohol affect your riding?

- a. I don't drink & ride. Score 1
- b. A little. Score 2
- c. A lot. Score 3
- d. I ride better with a few under my belt. Score 4
- e. I don't get on until I've primed myself. Score 5

Question 4

When riding in adverse weather conditions I.

- a. Hate it so I leave the bike at home. Score 1
- b. Wished I took the car. Score 2
- c. Put up with it but would rather not. Score 3
- d. Notice that the weather is rather adverse a couple of times a year. Score 4
- e. don't care & will ride any time, rain or blustering heat. Score 5

Question 5

A good ride consists of

- a. Less than 30 kms & a pub or coffee shop. Score 1
- b. 30 to 100 kms a pub or coffee shop. Score 2
- c. Up to half day, but no more with fuel & food stops. Score 3
- d. As long as your home by the end of the weekend is OK. Score 4
- e. No less than 800kms. Score 5

Question 6

My bike, helmet & gear

- a. are brand new. Score 1
- b. are in good condition. Score 2
- c. have seen a few miles. Score 3
- d. could use some replacements. Score 4
- e. never get replaced because they are good luck charms. Score 5

Question 7

Motorcycle maintenance is

- a. Only carried out by a certified dealer. Score 1
- b. Tyre pressure & washing. Score 2
- c. Changing oils. Score 3
- d. Everything bar major rebuilds. Score 4
- e. Nobody touches my bike ever. Score 5

Question 8

I have had enough in the saddle when

- a. my eyes get sore from the wind. Score 1
- b. I get uncomfortable in the saddle. Score 2
- c. I start going numb in places. Score 3
- d. the bike needs fuel. Score 4
- e. I fall asleep. Score 5

Question 9

When you leave the pub you

- a. never go to pubs & ride Score 1
- b. concentrate so as not to embarrass yourself Score 2
- c. are riding with 12+ other bikes Score 3
- d. look left & right Score 4
- e. wheel stand every time Score 5

Question 10

Pillion passengers

- a. are too difficult for me. Score 1
- b. are a pain in the arse. Score 2
- c. complain too much. Score 3
- d. enjoy the ride. Score 4
- e. only if they put out. Score 5

How you rated:

10-15 You are a novice and have no real motorcycling experience.

15-25 You lack experience, you may think you are cool but really are just doing this because you want to belong.

25-35 Most people have not ridden as much as you, you are an average motorcyclist.

35-45 You have been riding a long time & are a typical hard core motorcyclist.

45-50 You ride too much & are up yourself. Leave your bike at home & do some charity work.

THE COMPLETE BOOK OF
MOTO GUZZI
EVERY MODEL SINCE 1921



100TH ANNIVERSARY EDITION
IAN FALLOON

Christmas present...

Ian Falloon has just updated his epic history of Moto Guzzi in a special edition to commemorate the marque's 100th anniversary in 2021.

"The Complete Book of Moto Guzzi. Every Model Since 1921. 100th Anniversary Edition" is now available, including a limited number of first edition, author signed copies direct from Ian. The price is \$69.95, which includes postage within Australia only. Order your copy at <http://ianfalloon.com/>.

Vale Giuseppe Spreafico, first carabiniere who entered Trieste in '54: "I dream of girls with flowers"

The memory of 26 October 1954, the day when Italian troops returned to Trieste ending eleven years of separation from the country, is rooted in the collective memory of Italians. Giuseppe Spreafico, the first Carabinieri to enter Trieste that day, riding a Moto Guzzi 500 Superalce, has recently died.

The Free Territory of Trieste was formed after WW2. The Yugoslav Army had entered Trieste in 1945. The 2nd New Zealand Division arrived the next day and forced the surrender of the 2,000 German Army troops holding out in Trieste, who warily had refused to capitulate to Partisan troops, fearing they would be executed by them. An uneasy truce developed between New Zealand and Yugoslav troops occupying the area until the British proposed a partition of the territory and the removal of Yugoslav troops from the area occupied by the Allies.

After a decade of Cold War squabbling, the territory was finally divided between Yugoslavia and Italy, with Trieste handed back to Italy.



I was a motorcyclist - he says – 25 years old, and my vehicle was a powerful Moto Guzzi Superalce, with 500 cubic centimeters of displacement (which he has not forgotten the number plate EI 14233). I woke up very early that morning because I wanted to be one of the first to arrive after leaving Cervignano and I succeeded. My job was to take care of security.

As soon as he arrived some ladies approached and handed over a bouquet of flowers. In 2007 he said, "my dream is now, 53 years later, to see them again. I would like to be the one to deliver them a bouquet of flowers this time. I'm looking for who gave me those flowers ...".



You can fit a reasonable amount of gear on the Guzzi, and the engine is a tourer's gem. The riding position is also very comfortable for a sport-styled bike of this type.

— Bill McKinnon. *Two Wheels*, November 1987.

“NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



TIMELESS LEGENDS

Fulfill your passion for the Eagle marque
Explore the full Moto Guzzi range at Peter Stevens
www.peterstevens.com.au




MOTO GUZZI®

The all new Moto Guzzi V85TT Travel The Grand Tourer from Mandello del Lario!



YOUR BEST SOURCE FOR PARTS THROUGHOUT THE YEARS

New and used motorcycles | Large selection of demo bikes | Online
webshop | Parts and accessories | Maintenance and repair | Overhaul
and restoration | Travel and events | International shipping

Lagelandseweg 66 | 6545 CG Nijmegen | +31 (0) 24 371 1111 | www.tlm.nl



THE BEST EXPERIENCE... THE BETTER FEELING! WWW.TLM.NL