



No. 1, February 2023.

The first edition for 2023, and hopefully the start of a regular newsletter. Thanks to all who have supplied articles and advice on how and what is needed in our newsletter. I am happy to take suggestions on what people want to read and what they would rather not see included. I will try and make the newsletters interesting and not too long. Please email 244dairtnunk@gmail.com with any suggestions, advice and information that you would like included. Thanks, Bonney.

President's Report:

January's mid-month ride started with one stalwart member turning up at Hudaks for the ride on Sunday 8th, the second Sunday of the month, only to go for a ride on his own. Undeterred he turned up again the following Sunday and was joined by two others so they headed off towards Fletcher's Lake on a perfect day for a ride. I hope they enjoyed their ride.

I hope all our members had a good Christmas break and I look forward to seeing everyone again. Planning for the years activities will continue and any suggestions will be greatly appreciated for consideration.

Ian Kinleyside.

Vice President's Information and Advice:

After listening to feedback from club members i would like to propose a slower / shorter ride with smaller and or slower motorcycles in mind . I would like to hear from any club members interested in bringing out their smaller classic motorcycles for the ride and meeting on 26th of March. Roger Moser has offered to be ride leader on his SV BSA so we could enjoy a few new roads.

Any feedback please get back to me or put your hand up at the next meeting and we can discuss ideas etc.

Robert Ferguson

An abridged history of Moto Guzzi, Part 1. (Supplied by Rob Ferguson)

Moto Guzzi is an Italian motorcycle manufacturer known for its retro, iconic styling and high-quality craftsmanship, highlighting the essence of Italian style.

Moto Guzzi's story started in Genoa, Italy on March 15, 1921. The company was then called Societa Anonima Moto Guzzi and was headquartered in the office of the notary Paolo Cassanello, and according to its mission statement, it was constituted for "the fabrication and sale of motorcycles, and all other activities pertinent or correlated to the metalworking and mechanical engineering industries".

The partners in the start-up were Emanuele Vittorio Parodi (a ship owner) and Carlo Guzzi and Giorgio Parode (both aviators) who had served with Parodi in the Italia Air Corps. A friend of both Emanuele and Carlos, Giovanni Ravelli died in an aviation accident on 11th August 1919 and in his memory, the founders chose to include an eagle spreading its wings on the Moto Guzzi badge.

Together, they engineered a new type of motorcycle, which would become the first Moto Guzzi motorcycle and would later be named Normale. The first motorcycle they made, the 8 HP Normale started the company's success, leading to their first best-selling model, the 1928 Guzzi G.T which was named "Norge" to honour an earlier polar circumnavigation expedition. The Airone 250 became the most popular medium-capacity motorcycle in Italy for over 15 years.

In the 1920s, '30 & '50s, Moto Guzzi won multiple races, winning several championships. Their first victory came in 1921 at the Targa Florio race. This marked the beginning of a succession of victories that resulted in 14 world GP championships and 11 Tourist Trophies until Moto Guzzi withdrew from motorsports in 1957.

The passion and innovation of Moto Guzzi saw a boom of new models, such as the Guzzino 65 (nicknamed "Cardellino"). This model was Europe's best selling motorcycle for over a decade. The Galletto was produced in 1950 and the Lodola 175 in 1956.

The company's expertise in aerodynamics led it to install a wind tunnel at Mandello del Lario, branding it the first company in the world to make such an achievement. Because of this their racing division attracted some of the best engineers in the industry, including Umberto Todero and Enrico Cantone, they designed the Guzzi Otto Cilindri, a 286-km speed demon that revolutionised the motorcycling world.

In the 1960's Moto Guzzi was making its mark on the world's stage with 90 degree V-twin engines that powered some of their most iconic models: the V7, V7 Special and V7 Sport. The largest iteration of this engine was installed in the Moto Guzzi California, regarded as the ultimate version of the motorcycle.

In the 1970's & 80's Moto Guzzi models such as the Sport 1100, Daytona, Centauro and Le Mans had a strong sports heritage continued into the 1990s with the California, Nevada and V11 Sports series. (To be continued).

Celebrations for the 102nd birthday of Moto Guzzi will be happening on the 11th & 12th March at the Cathedral of Moto Guzzi, 526 Ti Tree Creek Road, Yea. Tel 5780 2600 for more details.

The campsite will be open from mid-day on Friday the 10th March until 4.00pm on Monday 13th March.

If you are wishing to attend, please RSVP: teolamers@bigpond.com Bookings are required as the campsite will only accommodate 250 people.

Entertainment and activities will include live music on Saturday night and Italian food will be served on Saturday and Sunday. Cathedral will be open on the weekend, the biggest collection of Moto Guzzi's in the world outside Italy. See the Normale, Sport (13), Sport 14, Sport 15 etc and the very rare Mulo Meccanico (3x3), more than 200 Guzzis on display.

Chris Donaldson will be there to talk about his adventure/book, Going the wrong way, Mark Boag will have his 2 Guzzi race bikes, Barry Jones will have his 2 Magni Australia race bikes, as will David Duffy, with the possibility of a ride on an old Guzzi like Super Alce, 500 GTS, Galletto and ?Motor Guzzi Australia test rides. The Ercole will be on duty to carry people from the campsite to the Cathedral.



Why didn't we know this?



Graham Burton-Clay at Sunraysia Bearings, 34 Orange Avenue, Mildura, telephone 5023 4337 offers SHMC members trade prices on a wide range of items. All you have to do is flash your membership card to get one of the best deals going around. The Sunraysia Bearings team have 50 years experience in the industry, and the business is locally owned and operated by people that live and work in our community. Thanks Graham. Let's support the bloke who supports us. The good stuff!

Motorcycle Maintenance:

The following information has been taken from the **1932 Vacuum Motorcycle Manual – A publication of Vacuum Oil Company and provided by Ian Smythe.**

The contents of the manual include:

Tuning for Road Racing by Stuart Williams

The Lubrication of Engines and Transmissions

General Lubrication

Gear Lubrication

Preparing for Reliability Trials

The Influence of Engine Design on Fuel

How the Correct Grade of Oil is Determined

Lubrication Chart of Recommendations

Buying a Used Motorcycle

A New Development in Motorcycle Oils

British Manufacturers' Opinion of the New Mobiloil "D"



How many can say they observe the suggested general lubrication times on their bikes these days?

STEERING
Mobilgrease No. 2, every 1000 miles.

CONTROL LEVER & BRAKE JOINTS
Engine Oil every 200 miles

VALVE ROCKERS
Mobilgrease No. 2, every 200 miles.

GEAR LEVER
Lubricate joints with Engine Oil or Mobilgrease No. 2 every 200 miles.

BATTERY
Inspect fortnightly. Keep level of Distilled water just over top of plates.

FORKS
Mobilgrease No. 2, every 200 miles.

WHEEL HUBS
Fifteen to twenty drops weekly.

KICK-STARTER (BEARINGS & RATCHET)
Mobilgrease No. 2, every 200 miles.

BRAKES
Lever Spindles. Mobilgrease No. 2 every 500 miles.

CHAINS
Open chains; clean with Kerosene every 2,000 miles. Lubricate with Mobilgrease every 500 miles.

WHEEL HUBS (ENGINE OIL)
Fifteen to twenty drops weekly.

CLUTCH
Multi-disc Metal Clutches. Household Lubricant every 1,000 miles

MAGNETO & DYNAMO
2 or 3 drops Household Lubricant every 1,000 miles. Repack Bearings every 10,000 miles.

DRY SUMP SYSTEMS
Keep tank or sump full. Drain, flush & refill every 2,000 miles.

OTHER SYSTEMS
Replenish the oil in Crankcase with $\frac{1}{2}$ pump every 4 or 5 miles.

PETROIL SYSTEMS
Drain and flush every 1,000 miles

WHEEL HUBS (GREASE NIPPLES)
Mobilgrease "S" (No. 5), every 2000 miles.

GEAR BOX
Replenish every 1,000 miles. Drain and flush every 5,000 miles. See Mobiloil Chart.

GENERAL LUBRICATION

36

Thanks to Ian Smythe for the Motorcycle Maintenance article.

The first of Ron Brown's technical articles for this newsletter:

Nuts, Bolts, Screws and Threads

Some of you may be familiar with the types of bolts, screws and threads that are out there. I intend to clarify some of the names, terms and methods of thread identification used in association with the use and repair related to the restoration of motorcycles.

My intention is to contribute an article to this news letter in a format than can be filed and kept for future reference.

Nuts, Bolts, Screws and Threads (cont):

Bolt and Screw Identification

First of all what is the difference between a bolt and a screw? Simply put a Screw is a Bolt without a nut. Example below:

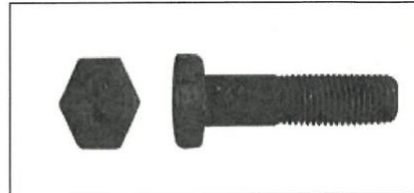


Bolt, clamp 2 parts together.



Machine Screw. Philips Head.

Has thread entire length



Cap screw Hexagon Head.

Thread part way. (eg Head stud)

Types of bolts and Screws

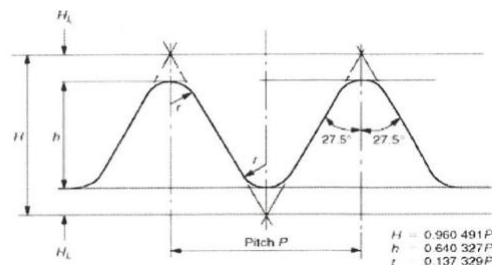
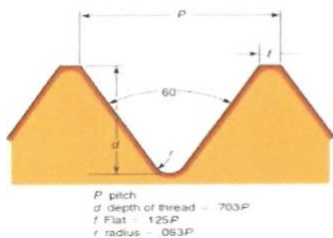
There is a multitude of types and most are identified by the type of head.

Types of heads commonly found on motorbikes are :- Countersunk head, Round head, Oval head, Cheese head, Pan Head, Hexagon head to name a few.

Each of the head types listed above are available with a variety of drive options. Examples are :- Philips head, Slotted head, Socket head (Hexagon Key), Torx head.

Threads _____ Now I would like to turn my attention to thread forms. (Shapes and angles)
There are many different thread forms so I will stick to the ones found on bikes. Almost all threads on bikes are what's broadly referred to as "VEE" threads. That is the bit sticking out of the body of the screw is in the shape of a "V" or Triangle. The most common angle used is 60 Japan. The UK went it alone with a 55 degree angle.

Metric and UN forms The English BSW and have a 60 Deg angle flat on the crest Degree angle and a rounded root. BSF and BSCY used a 55 and a rounded crest and root.



Buy and Sell as per previous email, with extras

Wanted to Buy:

BSA Bantam engine, engine parts and also bantam parts.

Ken Chapple

Tel: 0488 283 130

Wanted to Sell:

1 new Dunlop K70 gold seal 400-18 tyre as fitted to 70's pommie bikes. \$186.00

Robert Ferguson

Tel: 0418 118 719

1958 Vespa 150VBA in original condition. Has been ridden by one owner for 63 years. Offers over \$8500.00. (see previous email for photo)

Maurice Williams

Tel: 0427 246 669

English, Japanese & European Motorcycle parts to sell or swap

AJS, Matchless 1940 / 1950

Crankcase Assembly 41/3LG x 1

49/18 x 1

350cc Head x 1

Rocker covers, assorted coil spring models including, 1 x cast iron type

Assorted clutch parts, various AJS, Matchless, Triumph

Burman gear boxes and assorted parts

AJS, Matchless various oil tanks

AJS, Matchless top fork handle bar mount and AJS assorted Cams

CZ125 fuel tanks x 2

CZ125 top fork mounts x 1

BSA 350 fuel tank, damaged x 1

Honda XL 70 1973 frame, forks and wheels (no motor or tin ware)

Various assorted chain case parts

Some Lucas magnetos and parts

Quantity of 18", 19" and 21" assorted wheels, English and Japanese (rough)

BSA Bantam 70 mph speedo (works), **SOLD**

Bantam Chrome tank strip 1 x BSA Bantam top fork cover, mounts, possibly Triumph 48

1 x pair of fibre glass paniers (good condition)

1 x Gear Sack rear rack, possibly off Z500 Kawasaki

1 x tool box, suit 1953/4 BSA, swing arm model (good)

Quantity Mk1-11 4 stroke Villiers Stationary engines and parts

All prices negotiable

Will consider swap for any 49-51 BSA B31-33 parts and 49 model 3T Triumph twin parts.

Graham BurtonClay, Sunraysia Bearings

Tel: 5023 4337 or call into shop work hours (Sunraysia Bearings, Orange Avenue)

Still for Sale (see December edition for photos):

09/1998 built Harley Davidson XLH Sportster. First reg 28/02/1998. Travelled 56,700kms - mostly touring. Excellent condition with many extras. Windscreen, saddle bags and rear sissy bar bag. Front pegs, RWC will be supplied, \$8500.00. Bike is located in Hamilton, Vic.
John Sharrock
Tel: 0438 624 696

Suzuki Outboard motor and owners manual and outboard motor fuel tank, \$1500.00
Brian Englefield
Tel: 0448 137 552

New Listing to sell:

Motorcycle starting rollers, 12 volt, remote start, \$200.00

John Stevens, Tel: 0427 246 524



Memories with thanks to Peter Hammond (so many to choose from).

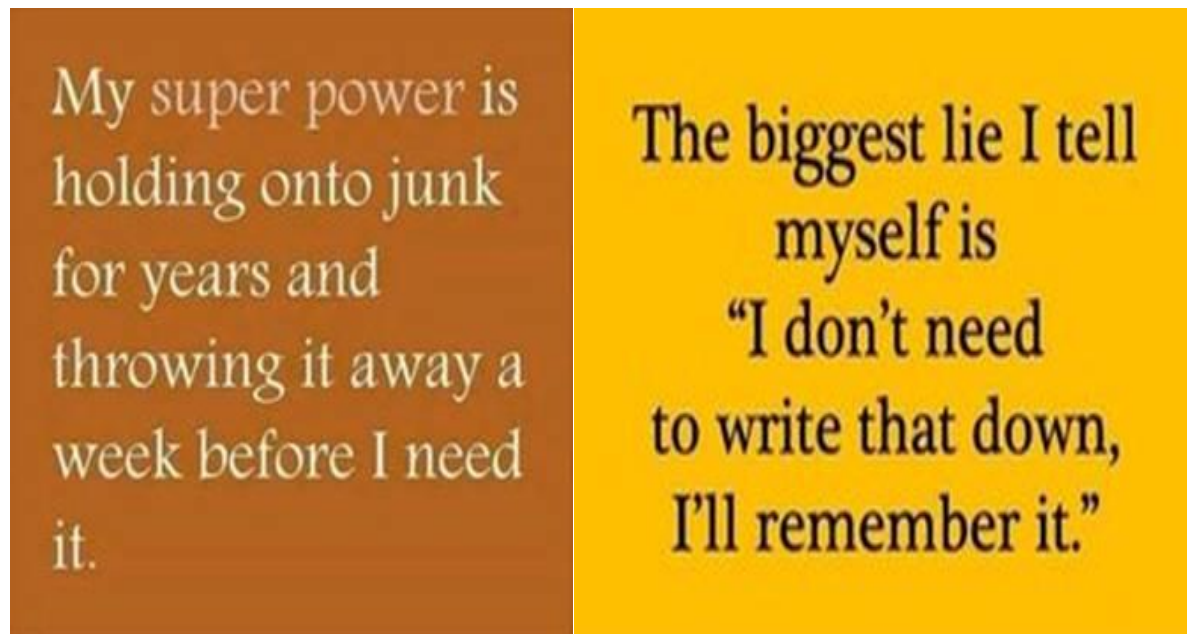
SHMC long and short sleeve tshirts, windcheaters, jackets are available for ordering from AV Trophies. Please see Chris at the next meeting if you are interested in ordering one for yourself.

Dates to Remember:

- Sunday 12th, (second Sunday of the month) mid-month ride, meet at Hudaks with a full tank of fuel for 10.00am departure.
- Sunday 26th, Monthly meeting and ride, meet at Hudaks with a full tank of fuel for the ride and then the meeting at the Scout Hall in 12th Street.
- March 11 & 12, Moto Guzzi, 102nd birthday celebrations in Yea.
- Friday 30th March, meet at Scout Hall at 9am for 10am departure for the weekend rally at Speewa. A back up vehicle and trailer will be available for carrying swags etc for those riding down later. More details to follow.

Thanks to everyone who has sent in articles, given me more ideas for following newsletters and generally been supportive. More to come in the next newsletter, and please keep sending them in. Email 244dairtnunk@gmail.com or telephone 5025 7201 or 0428 238 710

Bonney



Do either of these sound familiar?

Christmas Party, Irymple Hotel, 16 December 2022.

A couple photos from the night. A great time was had by all those who attended. If you weren't there, hopefully we will see you there this year.

