

Helmet & Goggles



Highland Classic Motorcycle Club Newsletter

Summer 2024



CLUB NEWS.

Meetings - first Tuesday of every month (except January). Chieftain Hotel 7:30 pm.

Chairmans report.

It's hard to believe we're in June already – especially considering we are getting weather from all four seasons in a single day! We've already had some really good events this year e.g. the Club's display in Falcon Square, some great runs and the mini auto-jumble at the May meeting – with the club donating the proceeds to Scottish Air Ambulance.

Don't forget all the club's events are listed in the calendar on the club's web site. I'm really looking forward to the point to point and BBQ in August and the weekend away to The Isle of Bute in September.

The committee is always considering new ideas for the club e.g. it has decided to dedicate the August run to the memory of past members who are no longer with us, calling it the Past Members Memorial Run. If you have any suggestions for changes we could make to the club, or new events we should run, please do let the committee know.

Also, there's the Chair's Challenge – let's get as many entrants as possible this year as perhaps it's time for some different winners?? You'll get details on the website.

The new committee has gelled nicely and is working really well, and I wish to thank them for their hard work and support – the club doesn't run itself!

Our membership numbers are pretty healthy just now but there's always room for a few more, so if you know of anyone who may want to join please ask them to fill in an application form and send it to Dode.

The updated Constitution has now been put on the web site – please do read it and let any committee member know if there are any changes you want. We all have a common interest in motorcycles – talking about them, working on them and (most enjoyably!) riding them – but please do ensure you follow the Code of Behaviour, especially with online postings.

Safe riding!

Andrew Chatterton.

Newsletter editors ramblings.

This edition's ramblings are both physical and figurative. It's also a bit of an introduction of me as the club's Newsletter and Website administrator so you glean some idea of what my interests and background are.

I had intended to produce a "Summer" edition of the Helmet and Goggles newsletter earlier than this however personal activities kind of caught up with me, and by late April I was getting too close to the busiest month of my year to do justice to the edition, so further delay ensued. Apologies to the members for that.

As a relative newbie to the committee roles I do not know every member and therefore don't be surprised if I ask you what may seem stupid questions.

May, for me, meant attending the Scottish Branch of the Moto Guzzi Club GB rally at Linlithgow, followed swiftly by a wee bimbly across Scotland on the TGO Challenge, walking from Oban to Kinnaber Links on the coast just north of Montrose. That took up two weeks. Then a swift change of clothing and kit to attend the Northern Irish branch rally in the area of the Sperrin Mountains, a fabulous area for motorcycling, but cursed with midges too. After being home for a few days it was off to Montrose for a weekend in the Angus area with my Guzzi Club Highland Branch co-ordinator hat on. So all in all "wide open throttle" in May! I hadn't actually considered some of these activities noteworthy to HCMC members but Andrew asked me at the recent club meeting to recount briefly some of them so I trust you permit me to expand on this in a small article with pictures in this edition.

Earlier in the year a fair bit of my time was spent on slowly finessing the website after a splurge of activity in late 2023 and early 2024 in setting it up. Dode keeps me busy updating the calendar and with the adoption of gmail for most of the committee we now have all the roles with respective contact email accounts. The for sale and wanted page also has been "populated". If any member wishes to have motorcycles or equipment posted on the FS&W page there is a guide as to how to go about this on the web page. Note that non members can also post although there are stricter conditions and time bounded restrictions in this case. The benefit of membership allows more latitude i.e. longer publication etc.. If in doubt contact me to discuss. Also please let me know if items no longer need to be on the page – for whatever reason, to keep it "live". I will clear out items unless told otherwise as per the conditions in the guidance.

All these pages and relevant info can be found on the website. Note the website location has changed to a simpler www.hcmc.org.uk address.

One area where I do require assistance is keep the Helmet and Goggles newsletter appealing and relevant to members.

Most newsletter editors suffer from a paucity of articles and thus, this is a cry out to **you**, to provide me with "copy" and pictures of what you are up to, to include in future editions. It's your newsletter after all, not mine. Similarly reflections on things motorcycle, routes you have taken, issues you have solved, or would like to discuss with others of a technical nature are all welcome. A "letters to the editor" page or two could be stimulating too!

I had this edition festering as a draft for a number of months however as I reviewed it it became obvious it was out of date and required a re-write. I do hope it provides entertainment and stimulation. Obviously as we enjoy the present fine Costa del Baltic weather we would rather be on our motorcycles staving off frostbite. The delay also allowed me to include the Loch Ness Rally news. I went as a spectator and had hoped to capture many pictures but the camera lanyard broke and the camera was badly damaged, advice from fFordes at Beaulieu suggested beyond economical repair so I stuck it in the vice, straightened up the bashed casing and lo, it powered up. It's the sort of manly thing I do when my Guzzis misbehave. 50% inspiration, 50% brute force.

Any how, no more dilly dallying – let's get this Helmet and Goggles out to you all!

Arrabest, Gavin [hcmc.webmaster@gmail.com]

Editors ramblings - actual! As threatened here are some pictures and notes from my busy May 2024.

Linlithgow RFC - MGCGB Scottish Branch Rally. May 3rd- 6th.



A fine Eldorado at the camp site, the Brough at Jim Allans, with a temporarily displayed Guzzi Airone at Jim Allans during their open day.



My Audace and Eamons Sport 14 at the Ulster rally. Almost 100 years between the machines.



Montrose Air Heritage Museum. Worth a visit if in the area - the Sopwith Pup

GALLETO

Interview with member Dave Russell about his Moto Guzzi Galletto of 1952

Hi Dave, perhaps you could give us a bit of an insight into your Guzzi, the Galletto. Let's start by asking if you can share the history and background of your classic motorcycle?

The Galletto was developed and designed by Carlo Guzzi in response to the success of Vespa in the post war years. He wanted to design a cheap user friendly mode of transport open to all but with the Guzzi flair, obviously.

So, what inspired you to choose this particular model?

I chose this model as I used to hear my Grandad talk about the scooter that was like a Vespa but had the spare wheel across the frame at the front. He had many scooters and Puch mopeds in his day but as far as I know he didn't own one of these. This one came up out of the blue last summer and I had some spare cash so after a few phone conversations with the previous owner I had purchased it and it was on its way to me.

How do you maintain and care for its classic features?

So far the only maintenance and care has been an oil change and some fresh fuel. I also covered it with Lanoguard to stop any corrosion during its winter hibernation at the back of my shed.

Have you encountered any challenges or unique issues with this motorcycle?

For me the challenges with this motorcycle are the heel/toe gear shift being on the opposite side to what I'm used to and the foot brake being operate by your heel. All to stop your shoes from getting scuffed. This is my first venture into vintage/classic territory.

Are there any modifications or upgrades you've made, and why?

So far I have not made any upgrades or modifications to the motorcycle and I have no plans to do so.

What's the most memorable ride or experience you've had with this classic motorcycle?

My most memorable ride on this bike was the first one. I had not long taken delivery of the bike and it was beckoning me to come and tinker with it, I could hear it calling all night long. I didn't know how to start it so a quick read of the instruction manual told me to turn on the oil (very important) and turn the contact switch and kick it over. Unprepared and not dressed for riding I followed the instructions and to my surprise the bike that hadn't started for years fired right up with the slightest of kicks. Now I'm in a quandary as I have a recent addition to the family and she had just gone to the child minder which at first she wasn't very happy about so we were slowly introducing half days to her, added to this I had a to do list that needed done, shopping, laundry, shelves, hoover etc. etc. Obviously I grabbed my helmet to go for a quick spin up and down the street, just to get used to the controls you'll understand. Front brake not good, rear brake very good, all gears selecting, and no bad noises or leaks from the engine. The street turned into a round the block ride and when I got back to the street I didn't turn left, some supernatural force kept be going straight and when I awoke I was on a back road somewhere near Loch Ness. On my return journey the front brake was non-existent and I had to keep a bit of throttle on at all times to stop stalling but apart from that everything was going well until I had to do a bit of an emergency stop. I grabbed the front brake and nothing

happened so I stood on the back brake and skidded and lurched to a stop with my heart pounding and to my horror the engine racing at full throttle. I was alive but the engine soon wasn't to be. I eventually found neutral but no amount of turning of the ignition knobs would kill the engine. (I later found out the the whole switch was rotating and needed tightening) Eventually it stopped and I bumped it up the kerb near the Dores Tesco a mile or so from home. No matter what I did I couldn't get it started, the fuel dribbling out of the air filter wasn't helping. Now I'm stuck and a long way from home and most importantly I'm now in danger of missing the child collection time and risking a bit of a telling of from my wife. It was time to get pushing and naturally I'm at the bottom of the hill, it's funny how they don't seem so long and steep when you are riding up them. I'm half way up the hill and probably a funny purple colour when a car pulls up and asks if I'm ok, for a split second I'm thinking I've got a ride back to the house and I can grab the van but no it was my mother in law who knew fine well what was going on. She offered a few words of encouragement such as you'll make it, just keep going, think of the good it's doing you and then ended it with you better hurry and I'm not getting involved. We have a great relationship and get on like a house on fire so when she drove away I'm sure she will have been laughing her head off. I understood her situation and she understood mine. I got home just in time to collect my daughter and managed to Hoover but that was all. It was quite enough adventure for one day.

How do you find replacement parts or address maintenance concerns for an older model?

I have had a look for some parts but they are not readily available in the UK so will be EBay and Italian suppliers I think

Can you discuss the riding experience and any distinctive characteristics of this motorcycle?

I have only ridden it once but it was really fun. It seemed to cruise along at 40mph happily and had a bit of torque for the hills.

Do you participate in any classic motorcycle events or clubs?

HCMC member.

Are there specific stories or anecdotes related to the history of your motorcycle that you find particularly interesting?

This info is taken from an Australian website but it's a good story and an insight into the design of the bike "Legend has it that the late Claudio Castiglioni once received a visitor in his office in Varese. The caller represented the Honda Motor Company, and the matter concerned the rear swinging arm that was fitted to the then-new Ducati 916. Honda's legal representative carefully explained that the rights to the single-sided swinging arm were covered by a patent owned by Honda. Signor Castiglioni listened intently to the visitor's spiel, which concluded with a demand to cease using their swinging arm design or risk legal action. Castiglioni walked to a corner of his office and said "You say, the single-sided swinging arm was developed by Elf, and Honda purchased the patent for this design?" The man nodded. "In that case sir," Castiglioni added with a theatrical pause, "perhaps you can explain the existence of this motorcycle, dating from 1948."

There stood a Moto Guzzi Galletto – which incorporated a single sided swing arm. Conversation over.

Many thanks Dave! Please note that that's not Dave on his Galletto on the cover.

Any other Daves out there that would agree to be interviewed about their motorcycles?

WHY?

Preserving the Soul of Two Wheels: The Enduring Passion for Classic Motorcycles - an essay.

Owning a classic motorcycle is not merely a hobby; it is a journey back in time, a commitment to preserving a piece of history on two wheels. For many enthusiasts the decision to maintain and keep a classic motorcycle goes beyond the mechanical intricacies; it is an ode to the timeless spirit that these machines embody.

At the heart of such devotion lies an appreciation for craftsmanship and design. Classic motorcycles are not just modes of transportation; they are living, breathing works of art. The elegance of their lines, the simplicity of their mechanisms – every detail tells a story of an era when bikes were not just machines but reflections of a cultural zeitgeist. To maintain a classic motorcycle is to act as a custodian of this legacy, ensuring that its unique character perseveres against the relentless march of time, changing social mores and economies based on increasing efficiency.

There is an intimate connection forged between a rider and their classic machine. These motorcycles are now neither longer commonplace, nor soulless entities; they have distinct personalities, quirks, and idiosyncrasies that endear them to their owners. The maintenance rituals become more than just mechanical upkeep – they are a form of communication, a dialogue between the rider and the motorcycle. Understanding the nuances of its engine's beat or the vibration at a certain speed becomes second nature, creating almost a bond that transcends the mere act of riding.

Beyond the sentimental, there is a pragmatic reason for the meticulous care classic motorcycles demand. Parts for these vintage beauties are not readily available on the shelves of motorcycle shops. Owning and maintaining a classic bike is akin to being a curator in a museum, carefully sourcing and preserving original components or, at times, resorting to skilled craftsmen who can recreate them with the precision of artisans. This process, though demanding, serves as a testament to the commitment required to keep the legacy alive.

The decision to own a classic motorcycle is also a rebellion against the disposable culture of today. In an age of rapid technological advancement, where the latest model often eclipses its predecessor in a matter of months, classic motorcycle ownership is an assertion of the enduring value of the past. It stands as a reminder that not everything worthy is new, and there is an intrinsic beauty in things that have stood the travails of time.

Moreover, classic motorcycles have a unique ability to transcend generations. As a custodian of a vintage bike, one becomes a storyteller, sharing the tales of the open road and the bygone days of motorcycling. It becomes a legacy passed down to the next generation, an heirloom carrying not just the rider but also the memories, experiences, and the cultural heritage of a particular era.

The decision to maintain and keep a classic motorcycle is almost an act of love, a commitment to the preservation of history, and a testament to the enduring spirit that these machines embody. Beyond a revving engine and gleaming chrome, it is a journey into the past, a connection with craftsmanship, and a rebellion against the disposable nature of contemporary culture.

Riding a classic motorcycle is not just about the destination; it is about the timeless journey on two wheels, where every mile is a tribute to the soul of motorcycling.

DATES FOR YOUR DIARIES.

June - October 2024

Sun 16/6/24

Tiddlers and classic run
Fairways Inverness around Loch
Ness area back roads, to include
Inverfaragaig bends.
Host: Paul

Sun 30/6/24

Club run: Tesco Forres to Banffshire
Host : Ken.

Tues 2/7/24

Club meeting at Chieftain Hotel,
Inverness

Sun 7/7/24

Dallas Gala 1200-1600

Sat 13/7/24 Tiddlers and Classic
run , Nairn harbour to Lossiemouth
Host: Ken

Sun 14/7/24

T.A. Moffat memorial run.

Sat / Sun 13/14th 7/24

Glamis. Scottish Transport
Extravaganza.
[https://www.Svvc.Co.Uk/
extravaganza/](https://www.Svvc.Co.Uk/extravaganza/)

Sat 27/7/24

Tesco Dingwall 1000-1700 to,
Garve, Achnasheen, (lunch at the
midge bite) Gairloch (tea and cake)
Poolewe, Laide, Dundonnell, (photo
of Gruinard Bay on the way) A836
at Braemore junction, back to
Dingwall and home.
Host: Ralph and / or Dode

Sun 04/8/24

Tiddlers and classic run from
Tesco's Inverness to the Funicular
railway and Aviemore area.
Host: Paul

Tues 6/8/24

Club meeting at Chieftain Hotel,
Inverness

Sat 10/8/24

Club run from Coffee Bothy, (2
Fountain Rd, Golspie, tour around
the North.
Host: George MacGowan / Colin
Rose

Sun 11/8/24

[Historic Wheels, Brodie Castle](#)

Sat 17/8/24

Point to Point & BBQ.
Details will be posted on website
when confirmed.

Sun 25/8/24 Past Members
Memorial Run
Tesco Elgin to Ballater.
Host: Ken Davidson

Sat 7/9/24

Dingwall Rotary: vehicle show at
the Cromartie car park, Dingwall,
Arrive by 11am and remain till
3.30pm
Contact: Gordon MacRae
[at gordonmacrae72@gmail.com](mailto:gordonmacrae72@gmail.com)

Tues 3/9/24

Club meeting at Chieftain Hotel,
Inverness

13th + 14th+15th 7/24.

Club weekend away to the Isle of
Bute.
Contacts: Lexie and Ralph

Sat 21/9/24

[Wheels of Nairn 1000-1500](#)
[https://www.Facebook.Com/
events/342207775111356/](https://www.Facebook.Com/events/342207775111356/)

Sun 22/9/24

Tiddlers and classic run. Nairn
harbour to Abriachan / Kiltarlity via
back roads.

Host: Paul Marrs

Sat 28/9/24

Club run from Tesco Inverness to
west coast.
Host: Ralph and/ or Dode.

Club mtgs from 19:30 hrs .

Club run outs start at 10:00.

*Non club events in blue - HCMC takes
no responsibility for these events.*

Contact the hosts Ken or Paul for
info and updates.

Ken: ken.davidson56@gmail.com

Paul: pammarrs@btinternet.com

**Note: a further look ahead can be
found on the club website /
calendar page. Late minute
changes will also be reflected on
the website.
Click on the website calendar date
/ item for more detail.**

www.hcmc.org.uk



Members of Inverness Motorcycle Club stop over at Pitlochry circa 1910 - courtesy of Am Baile.

**PLEASE CHECK WITH HOSTS THAT EVENTS ARE "ON",
BEFORE VENTURING OUT.**


PEOPLE

Very regrettably we had to say goodbye to Peter MacDonald in January. Several members participated in a ride by of Culbokie on the Black Isle, his adopted home, as a mark of respect.

Below: the cortege heads down towards the A9 from Culbokie



In loving memory



Peter MacDonald

29.01.51 - 29.01.24

Who passed peacefully at home

Join us to remember Peter and to celebrate his life

Monday, 12 February 2024

1.30pm at the Culbokie Inn

Peter has requested wearing bright smart clothing

Donations to Pancreatic Cancer UK welcome

CHAIRMANS CHALLENGE

The Chairmans challenge in 2023; subject "disused rail and road bridges" was won by Dode. The subject for 2024 is "memorials" as per the guidance on the website, so sling your box brownie over your shoulder and get kickstarting your bid to beat Dode!

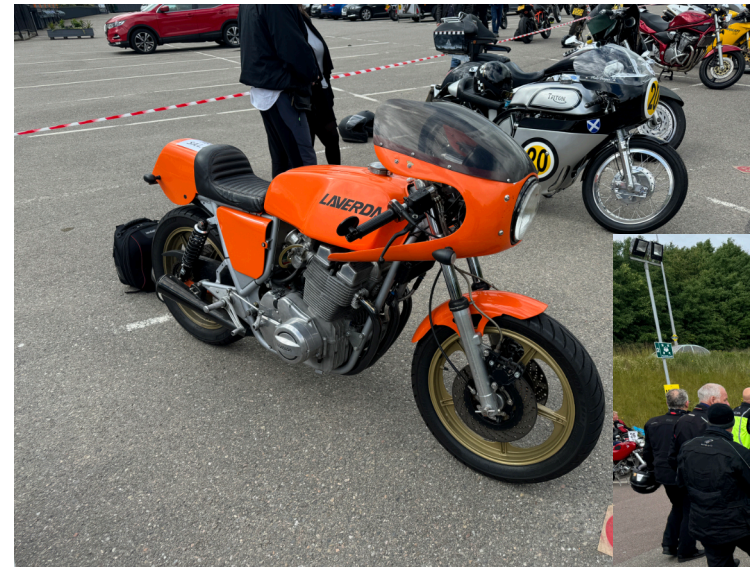


ITEMS - FOR SALE / WANTED

Please refer to the website page for items for sale and wanted.

This can be found at:- <https://www.hcmc.org.uk/for-sale-and-wanted>

LOCH NESS RALLY 2024 - my fav pics.



A rather lovely Italian Stallion.

David Hamilton and his Ariel Leader and my favourite;

Bert, nattily hatted, and his very tasty Norton 400 Electra.

I would have included the Moto Guzzi's however I mustn't show too much favouritism.

Many more pictures can be seen on the Clubs Facebook page.

HCMC Newsletter is produced quarterly-ish.

Cut off date for next copy is 30th Aug 2024

Please send articles for inclusion to:-

hcmc.webmaster@gmail.com