

Moto Guzzi California

Richard Hindle's 'Dream Bike'

Well what can I say?

If it was not for The NABD my 'dream bike' would still be just a dream instead of a reality.

The story so far... I was born with an Atrophied left arm ie my left arm was missing approx 4" below the elbow. I like most of us who find ourselves in this situation have not let it effect me negatively in any way. Anyway my dream bike has been a Moto Guzzi 850 T3 Callifornia for over 15 years now. Having first set eyes on one out side a cafe in the South of France. Before eventually owning my Guzzi I went through a number of bikes including a BSA 250 Starfire which ate pistons for a past time (*probably due to the straight through pipes*), Guzi V50 and Suzuki GS 650 GT. These it would not have been possible to ride had it not been for Noel Metcalfe from Nottingham, who managed ingeniously to put some linkage and bits together to give me two useable brakes and a clutch on the right hand side. Thank you Noel you are a 'Star'!

Fate, Karma or Chance (*call it as you will*) eventually found me living in a field in a caravan in the middle of Somerset, talking to a guy called Tony Scutt (*a vintage & classic motorcycle memorabilia consultant*) and his wife Carol. The conversation went something like this;

"In my garage I have got, Geeves, Triumphs, Dots, Vincents ect. etc. and a Moto Guzzi" to which my ears pricked up (*not really being into vintage motorcycles*).

"It's not an 850 T3 Calli is it?"

"Yes it is in fact."

"You don't want to sell it do you?"

"Well I am never going to ride it again myself as it is now too heavy for me and I can see that you would give it a good home so, yes"

What music to my ears. So that is how I got hold of 'My Baby'.

It needed a lot of work doing to it as it had been standing in Tony's garden for five years and was in itself twenty two years old.

Kevin from 'Dog Motorcycles' Burnham on Sea did an excellent job getting the bike back on the road (*he had one himself*) and gave me an temporary braking system and clutch set up. Time for a test ride! 'Faro' here we come!

2,000 miles later without missing a beat my love affair was cemented. However I realised that I needed a

professional job done on the brakes, clutch and electric's. Its a lot of bike to handle and you need everything in the right place at the right time and doing the right thing. (*I also needed electronic ignition and a better battery as it did not like starting, Noel again.*) This is where The NABD and 'AFB' Motorcycles of Bridgwater join the cast (*Sorry it has taken a while' but usually the best is saved until last*). I took the bike to see Andy and Tim at AFB and discussed with them what I wanted to

After a couple of months and a few 'tweeks' later we ended up with the conversion you see here. All electric switches are in easy reach of my thumb, clutch is on the right hand side where the front brake lever is normally, and a front brake is applied by the thumb on a thumb brake conversion. Guzzis have a linked braking system as standard via the foot brake so you get one front disk and the back disc applied together anyway. Time for a test ride!



happen and where, then left it up to them to sort out the how and how much. Eventually we came up with a plan 'which might just work' and then applied to NABD for a grant. The NABD came up with a generous grant of £400 which covered nearly half of the conversion bill. Thank you Billy and the crew on the committee and everyone who supports the NABD.

Scotland here we come!

THANK YOU EVERYONE INVOLVED

NABD, Noel, Kevin, Andy, Tim, Tony, Carol, Si, Sem, Rich :-)

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