

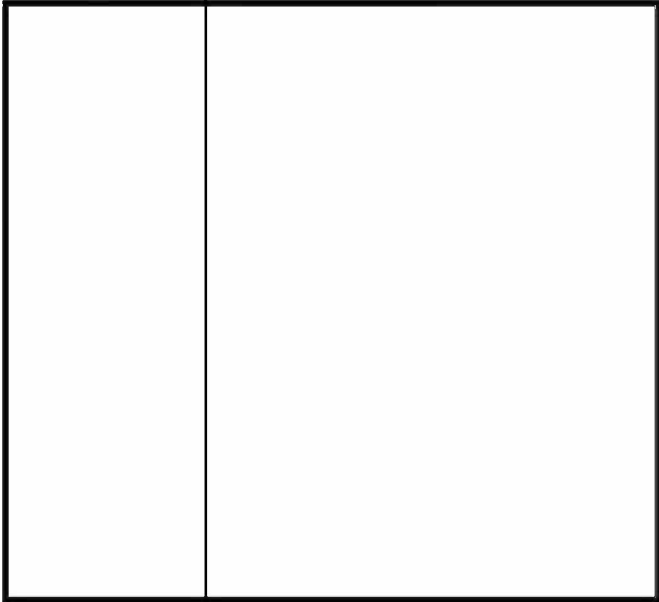


Sorry that this issue is even later than I said it would be. Not least of the problems was finding a venue for the AGM - more of that on page 13. You will see that I stress there the need for the meeting to be quorate ! For those thinking of attending from a long distance, and who need accommodation, this may be available with local members - contact me.

Well here it is, the first four-stroke Gilera since the Northwest. Introducing the 125 (semi- ?) custom Coguar. Will it be imported to the UK - who knows ? Forgive me for being pessimistic, but I can't really see this model rekindling the British bike buying public's enthusiasm for the marque. There may well be a demand from training schools, but the price will have to be very competitive.

As was rumoured, the engine is bought in from Honda, rather than using the Lambertini designed four-stroke which has been sold to 'Morini' - see page 20. I suppose realistically there was no prospect of a market for a latter day sporty 125 Arcore, and the custom style of bike could be argued to be more suited to the commuting role which a 125 four-stroke is destined to fill these days.

Aprilia and Bimota seem to succeed at selling bikes with the 'heart' from another supplier - but then that is all they have ever done. Having said that, Aprilia now see the need for a flagship machine which is all their own work and let's not dwell too much on the 'v-due'. No, as far as I am concerned this is a step in the wrong direction. Still, we wish the factory well in this new venture in hope that success will lead to greater things.



The Gilera 125 Coguar

With a bit of luck this issue should reach you just in time for the 28 days notice before the AGM. If it is a couple of days less than that I crave your indulgence !

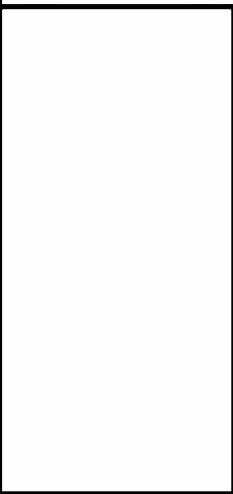




As the weather looked very unpromising we decided to put all the machines under cover in the marquee overnight and leave setting up until the next morning. The evening was spent pleasantly in the bar where we were joined briefly by Beth Davidson (Cadwell Saturno regular) and partner who were marshalling as part of the excellent security arrangements.

Unfortunately the noise level was rather high and conversation had to be conducted at shouting volume so the next morning my voice was the worse for wear.

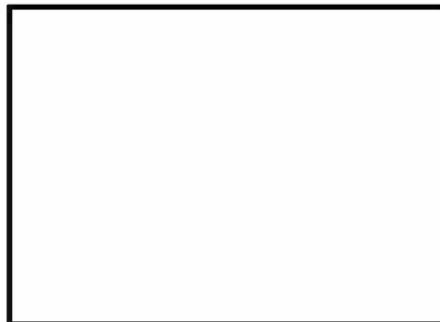
The bikes were soon arrayed outside the marquee and assisted by Dick together with Rob Pearce and Mike and Dave



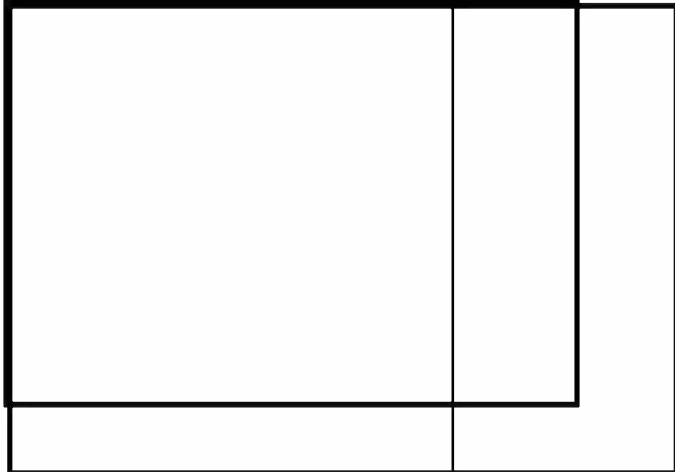
Well, the best laid plans of mice and men ! I had hoped for a truly exceptional display of machines for our stand this year to celebrate the 90th Anniversary. As it turned out I had to settle for just a magnificent array of machines of the marque, even if the oldest one only dated from the 50's.

Riley the display panels I had managed to borrow from work were soon erected. The '1909 GILERA 1999' poster I had acquired

My rather full domestic calendar prevented me from arriving on site until Saturday evening to find Dick Stapley and Kay were already flying the flag for us with the custom Northwest and XRT. David had pulled out all the stops to arrange with Shirley Pattison to have some scooters delivered and sure enough a courier duly arrived with an SKP, 50 and 125 Runners. Piaggio had sensibly ensured that there were no batteries on board so there was no possibility of a late entry for the Moped Mayhem !



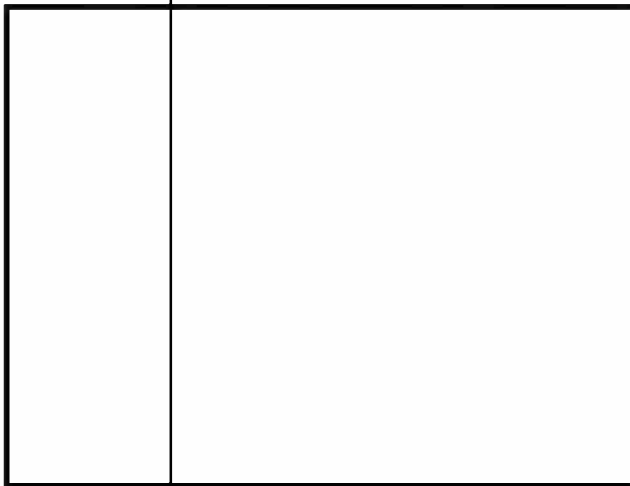
Dick Stapley's custom Nordie and XRT got a lot of attention



quite rightly entered for the concourse. For a time therefore the entrance to the marquee was flanked by the oldest and youngest machines on the stand with nearly 50 years between two designs of very similar capacity but very different concept as the 150 stood opposite the 1999 125 Runner. Once again Rob Pearce

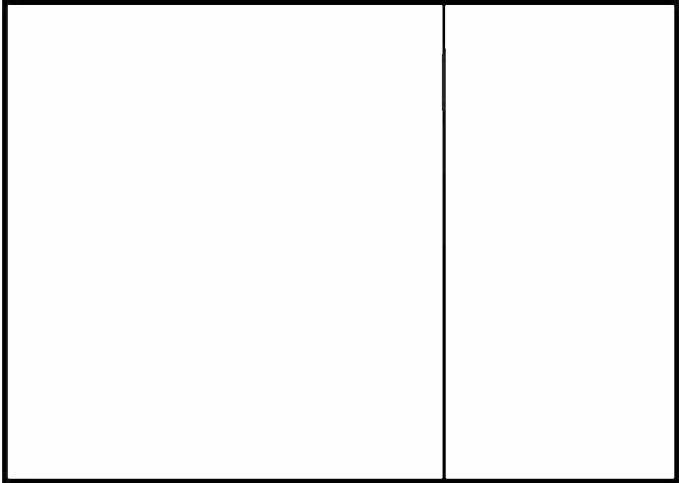
from a local sign maker was hoisted up over the doorway and surprisingly despite only being made of thick paper survived the whole day and will be used again at Stafford in October. The line up of machines was made up predominantly of Nordies including Pete Myers and also Simon Roberts from the Netherlands who called in on his way home from a holiday. Dave Riley's immaculate GFR once again proved a magnet for the lads, and my somewhat less immaculate example proved that they can survive high mileages (> 40,000 Kms on the clock). The Nortuno was the only Saturno example and yet again I had to put several people straight that this is NOT a Rotax engine !

accompanied me on the parade on his RC600 (now fitted with large capacity alloy tank), but I decided this year to use the GFR as there was certainly no fear of boiling it as I did the Nortuno last time.



Our display was greatly enhanced by Gordon Hallett's lovely little 150 of 1953 which he

Inside the marquee - an impressive array of photos and examples of technical articles from 'The GeN'



have to use a rucksack (more in TT Tales - see page XX).

Many hands made light work of taking down all the photos etc. and dismantling the display units. The courier arrived bang on time to collect the scooters and under the new arrangements for furniture hire I didn't even have

Several members, old and new, called in for a chat and about half a dozen new recruits were signed up. It was nice to see Geoff Dawson again who was able to practise his Dutch with Simon. Ged Gilligan regaled us with photos of his stable of classic Gileras and confirmed that he now owns a rare one-off 250 racer which someone had been trying to trace for a display in honour of the engineer who had done the conversion.

to take the table and chairs back. Grateful thanks to Pete Myers who took the excellent photos you see here with a digital camera and everyone else who helped make this event a worthy showcase for the Gilera Network.

Pete Fisher

Thanks to the numerous members available to look after the stand I was able to do some pre-TT shopping for soft luggage. An excellent Oxford two-tier magnetic tank bag was supplemented by an amazing 'tail-pack' for only £15. This fitted almost perfectly on top of the Nortuno's seat 'hump' and expanded to amazing proportions so I did not





Back around Christmas I was sure that this year 'the factory' would be sure to send some bikes to the Isle of Man to celebrate the 90th Anniversary. I was also suffering from Manx withdrawal symptoms having not been over at all in 1998 and 'only' having done the Lerghy Frissel hill climb in 96 and 97. I managed to persuade Robin Sims and his friend Benny to go across for the TT despite being only able to get sailings which meant a longer than normal 12 night stay on the island. Fortunately we had a bit of luck in finding 'homestay' accommodation in Ramsey (more on that later) despite leaving it rather late to book. So it was that just 4 days after moving house found me loading up the Norturno for the longest ride I had ever attempted on it.

The Oxford two-tier tank bag I had acquired at the BMF show provided plenty of space, but I found that I couldn't make use of the 'expansion zip' on the top tier. Even without being filled to full height it meant I couldn't see the tacho and it was a bit of a stretch to the clip-ons. Fortunately the incredibly good value (£15) tail pack also from the BMF show proved to fit very nicely on top of the seat hump and expanded to amazing proportions thus saving the torture of having to use a rucksack. I must confess that the poor Norturno only got a cam-belt tension check, lubricant/coolant top up and chain adjustment in preparation. Slotting myself between the tank and tail bags was a bit of

a struggle, but I duly set off to meet Robin/Nordwest and Benny/Firestorm at Keele services.

The weather forecast was ominous but if anything the sky got clearer as I headed north. In view of my lack of indicators and a speedo which is very accurate up to 70 mph we agreed that Robin would lead with Benny riding shotgun. Just as well as it turned out for as we started off from the services my lights flickered on and off a couple of times. They managed to stay illuminated until we reached Heysham, but gave up for a few moments several times on the way. Loading didn't seem so interminable as usual and the 'Lady of Mann' did the crossing in only three hours. The 'Singing Kettle' cafe has long since been flattened and so we gave our alfresco breakfast custom to an enterprising mobile caterer who had set up almost on the same site. After gentle ride round the coast road to Ramsey and a short wait by the harbour we got to our digs at Mrs Callister's at a reasonable hour just as it started to rain, and rain, and rain A fair proportion of the rest of the day was spent playing 'hearts' with a newly purchased pack of cards whilst sampling the Cain's dark mild in the 'Trafalgar'.

The next morning introduced us to the first of what will become Mrs Callister's legendary breakfasts - we had no need for more than a very light snack at lunch time throughout our stay. Thursday afternoon practice gave an opportunity to watch at Ballacrye where there are very few vantage points available. Let's just say that it was very clear which bikes did not handle too well. Friday took in a visit to Peel and on to Port Erin (via the Round Table and Sloc road naturally). We were dismayed to find the cafe at Glen Maye had been razed to the ground and the wonderful little gem at Niarbyl Bay had become a private house. Back to Ballaspur for evening practice in beautiful sunshine which soon turned into a torrential downpour. Happily we discovered a vantage point close to a farm

barn under which we sheltered until the rain passed and even better found that cups of tea were available.

On Saturday I persuaded my compatriots to take advantage of our digs in Ramsey by walking up to Tower Bends to watch the first race. Our route brought us out for a while on the road between the hairpin and Waterworks 1 which Robin and I know pretty well from the hill climb. Watching some of the loonies brought home to us just what a difference having both sides of the roads makes. We ended up at the same spot we had watched from in 95 and spent an entertaining half hour wondering how some riders (often German or Swiss) seemed to have X-ray eyes such that they knew nothing was coming the other way as they overtook around the blind right hander of Waterworks 2 towards us. The clouds seemed determined to stay in front of the sun and a chill wind had us shivering by the end of the race. We elected to walk down to Stella Maris for the sidecar race and to our delight found it in full sun and out of the wind so that some serious basking could take place. The 'lads' had a late night at the Viking (scene of much merrymaking during the hill climb weekends) watching 'Dickie Heart and the Pacemakers', but BOF that I am I had an early night.

On Mad Sunday we felt obliged to reach Glen Helen for the Network gathering via the traditional ride over the mountain. Benny had never been over to the island on his bike before and found the proceedings nerve-racking to say the least. When we rendezvoused at the Grandstand Robin declared that he had never enjoyed a ride over the mountain less. The traffic density and loony quotient was just too high to enjoy the experience. Too many riders of R1s and Hyabusas nearly taking your front wheel out as they cut in front after doing 160 or whatever on a straight bit and then brake like hell just as you are getting set up to take a bend flat out (at least in Robin's case). A comparison of the state of the Nordie's back tyre compared to those on some of these 'aces' parked along the front

at Douglas showed who was cornering the hardest.

Neil Atkinson was at Glen Helen to greet us along with Manx resident Nigel Morris. TT regular James Murray was there but had left the Saturno at home in favour of a Suzuki. Ray ? Arrived on a Nordwest, and that was the extent of a very small gathering. In fact in the course of the 12 days we only saw one other Gilera other than those at the meeting ! We then made our way to Laxey where Neil had laid on a smashing barbecue. He gave us some insight in to the way the Isle of Man is going from the perspective of someone involved in the offshore financial services business, which made an interesting comparison with the views of our landlady and her husband who is descended from generations of Manx families. My apologies to anyone who turned up in the evening at the New Inn and found no-one there. We hung around from 7 to 8 pm, but by then we were getting rather cold, the weather was going off and I was worried about my lights (with good reason as it was to turn out later).

The usual long debate about where to watch the racing on Monday resulted in an abortive attempt at Alpine Cottage followed by reaching Quarry bends via the disused railway track. Since a lot of trees have been cut down this is much better vantage point than it used to be and you could really tell the fast riders from the also-rans. The parade did at least feature three 40s/50s Saturnos, but it seems we may have to wait for the Gilera Centenary before we can enjoy the sight and sound of a Gilera Four on the circuit again. We then did the Sulby Glen run up Tholt-y-wil and down the mountain (this time much more to our liking) to Douglas to watch the antics by the pier head. The stoppies and donuts are mostly done by professionals these days but there were a few amateurs trying the remarkable tolerance of the Manx police. As we started the ride back round the coast to Ramsey the Nortuno lost all electrics - no lights, tacho or ignition indicator. At least now I had a good idea what might be the problem. Once escorted back by Robin and

Benny (I knew that if I let it stop the electric start would be U/S) I lifted the seat to inspect the fuses. They were all intact so I turned my attention to the wiring. Sure enough one wire to a 4 point 'bullet' connection had come loose. Simple, crimp up the bullet connector and push the bullet in snugly again - cured.

Tuesday is Ramsey sprint day. Once again we made good use of our home base location. No need to find somewhere to park the bikes and I was able to make a detour to the laundrette to wash the small supply of 'smalls' allowed by my limited luggage capacity. The sprint seemed to consist almost entirely of road bikes, and the standard of protective clothing allowed was incredible. There were riders with only jeans and trainers and one berk with no gloves ! OK so it is only a 'straight' line but even so one chap (fortunately suitably dressed) did drop his bike. Perhaps where there's no sense there's no feeling !

A bit of proper map reading and Robin's certainty that he had seen people watching at Alpine Cottage saw us walking there from Ballaugh on Wednesday. When we got there we found there was even a refreshment tent, and that it was the base for one of the rescue helicopters. A truly definitive place to watch and one that I had never got to before in 28 years. As we had guessed it is possible to reach on foot when the roads are closed using the disused railway track from Ballaugh. Over the mountain again (an even more enjoyable run) to watch the 'purple helmets' at Onchan stadium. What stars ! C90 Hondas were never more entertaining.

Thursday proved to be the most definitive traditional Manx experience day so far as Robin and I were concerned. A trip over Druidale to complete Benny's education as he had been complaining how bumpy the roads were. Watched the Red Arrows at Peel (always the best place IMHO). Over the 'Sloc' to shake down yet another gargantuan breakfast (just a pork chop this morning in place of bacon rather than the steak of Sunday !) for tea and scones at the

Calf Sound cafe. A visit to 'The Chasms' on Spanish Head to bask in the sun as choughs and gulls wheeled around us followed by a 'reverse' run over the 'Sloc' to Glen Maye. A brief look at the waterfall followed by a memorable meal in the Waterfall Hotel which has gone upmarket. The Manx Queenies in garlic butter were heavenly ! Then a downhill race with dead engines before walking the last bit down to the sea to watch the sunset over a high tide. Wonderful - my lights even behaved themselves on the way back to Ramsey.

As the newcomer, Benny was granted the right to decide where to watch on Friday. He chose Glen Helen where we arrived to find my electrics out again. After watching from the bank above the hotel we lifted the Norturno's seat to find this time a fuse had gone ! We discovered a way to get further down the course towards Laurel Bank and sobered by plaques commemorating Robert Holden and Rob Dixon we found a vantage point behind a stone wall between the filling station and Glen Helen. A hairy sequence of bends. No margin for error. Get one wrong and you are far off the right line for the next one with nowhere to go but solid scenery. Fortunately no-one came to grief, but there were some near misses. Backwards round the course to Douglas to see if it was possible to change our return crossing. By good fortune we were able to get places on the Monday 3.30 Sea cat to Liverpool instead of the 7.30 to Heysham. Four hours earlier and one hour closer to home the other side so that we should get home while it was still light (just as well as you will see). As we set off back to Ramsey the fuse went again !

The next morning we replaced the fuse again but the battery was flat. A bump start was unsuccessful but the helpful chap at the little bike shop by the harbour supplied me with more fuses and gave me a jump start from his pick up. Once she had run for a while she charged OK the rest of the day but I avoided using the lights from then on. One plus point of the long stay was the opportunity to watch racing on the Billown circuit after a visit to Castle Rushen and yet

another 'cream tea' at Calf sound. The circuit used for the Southern Hundred and these IOMSPC races is just as unforgiving as the mountain circuit but with mass starts !

The weather broke for Sane Sunday and so we took the electric railway to Laxey and visited the Lady Isabella wheel. I first visited in 1971 and then again in 87 and was pleased to find that there is now even more to see including a trip a few yards into the mine itself. Our last evening was spent in a pub I didn't even know existed before this year - the Iron Pier, where they had managed to forget that the special extension in drinking hours should have finished on Friday of race week. An excellent rock band played until 1 am (or so the 'lads' said).

Once again the battery on the Norturno was flat in the morning. Luckily, however, the extra weight of the loaded up luggage seemed to prevent the rear wheel locking up and I managed to bump start down a bit of a hill. We had heard on the radio that the Sea Cat sailing that morning had been cancelled due to engine trouble so we quickly got over to Douglas in case it became a 'first come first on' queue for the Lady of Mann. As it happened the Cat was back in action albeit with only three out of four engines. The crossing was a little slower than usual but we were still off the Pier Head at Liverpool by 7 pm. Not daring to even try the lights I was glad to find the bike started OK and we cruised down the M6 without incident before we parted company at junction 12. The light held and I was home safe and sound by 9 pm.

So despite a bit of 'character' in the electrical department the Norturno went like a train. The new brake pads I fitted recently (SBS from Bob Wright) bedded in nicely and felt better than the rather worn Brembo items they had replaced. The front tyre which the MoT tester had said 'needed keeping an eye on' is now rather worn particularly on the right hand shoulder (too many Cadwell laps). I enjoyed the high speed handling and stability but felt that if

Norturno as pack horse !

anything I could have gone better round the slower bits on a Nordie. Robin and Benny reckon I would be better removing the steering damper (which was set up by 'big' John Rushworth) or winding it right off - must try it. Top end speed had Robin's Nordie trailing behind a few times and Benny's Firestorm seeing 110+ on the clock (at about three quarters throttle). I seemed to get used to the clip-ons and rear-sets by the end of the holiday and the old hips didn't complain too much - possibly the Guinness lubrication helped. Having said that I am seriously thinking of parting with the Norturno and returning the Nordie to (reliable 558) road trim. I can get my 'nose down arse up' fun riding on the GFR these days. So if you are interested in a machine that certainly draws admirers wherever it is parked and is much quicker than a standard Saturno or Nordwest get in touch.

Would I go again ? Perhaps not to the TT, except perhaps for just practice week with the family on the outfit. We BOFs have decided that the Manx GP is more to our liking these days. Not so many loonies, more interesting older machinery and greater opportunity to press on without heavy traffic and 'Europeans' coming at you on the wrong side of the road.

PSF

NEVER AGAIN

Never again will I write into a magazine and say that I've had 30,000 miles of trouble free biking.

These were some of my first thoughts as I lay partly underneath my Northwest with a fully laden tanker rolling over the back end of my bike. The noise of splintering plastic and twisting metal breaking that eerie silence when you realise that your last manoeuvre has gone badly wrong.

Of course it was all my fault (along with TPFT Insurance !). The traffic along the M40 had come to a grinding halt and I was following an irritatingly slow Honda down through the gap between traffic. Up ahead was a petrol tanker which had closed the gap. That's when I made my first mistake and moved lanes to go up the inside of the tanker, cut in front into the lane I've just left and get in front of the Honda which will still be stuck behind the tanker - right ? Well not quite.

What I didn't expect was an even tighter gap on the inside of the tanker because he has now moved slightly over to let the bloody Honda through ! Red mist descends, and I switch lanes back to my original position and open the throttle. Unfortunately by now the gaps tightened. I snag the left handlebar end weight against the tanker and the next thing I know I'm on my backside with my left foot stuck under the bike and a tanker rolling over the back end of the bike. All this took place within the width of Northwest handlebars and so I count myself lucky to escape with pulled shoulder/neck muscles.

The tanker and Range Rover to my right were unmarked. The Northwest had a twisted rear sub-frame, shattered fender, mud flap, indicators, stop light, rear carrier, and a flat exhaust. All this as a consequence of bragging in the GeN that I've done 30,000 miles without any problems.

Well now for a huge amount of coincidences. As luck would have it I was reading my article in the GeN and I couldn't believe my luck when I saw an advert selling Northwest rear end parts directly behind my article. The main problem seemed to be that the sellers address was I the Netherlands. So I gave a call to Simon Roberts in the Netherlands on a Thursday evening and coincidence No. 1 he was visiting a friend of his in Aylesbury, my home town, the following Sunday. Coincidence No. 2 is that his friend lives about 40 metres from my front door. We were both amazed.

Anyway I got all the parts I needed to get the bike on the road again. The exhaust system has a certain amount of history as it originates from the Isle of Man and was owned and built by Dave Morris. I believe it has previously featured in the GeN. It's a very light unit with an aluminium end can attached to steel pipework. The exhaust was previously set at the wrong angle which let the can touch the tyre under suspension compression. This was sorted by not using the original exhaust top mount position - only the bottom mounting point. This enabled the correct angle to be set, the exhaust now fitting perfectly.

Well the accident happened last November, and I have finally got the bike on the road, unfortunately missing last year's track day.

One item which had a major knock on effect was replacing the handlebars as the originals were bent. Now it may not sound too great a problem but I bought a set of straight replacement stainless steel bats. Once I had put the bars in the yoke clamps it became clear that on partial lock they fouled the clocks. The clocks are mounted upon a tubular steel frame which also supports the headlamp and nose cone. The way round this problem was to saw the top off the steel support loop and make up some brackets allowing me to drop the height of the clocks by approximately 3 inches. The handlebars now cleared the

clocks but the front fairing now looked odd rising up too far above the clocks. The solution was to saw 3 inches off the top of the fairing plastic and refit the clear screen. Now completed the effect is only subtly different from the original but allows a more aggressive rising style as the bars and screen are much lower.

As all the mounting lugs for the side panels, nose cone and side fairing were all snapped off in the accident I have had to do a fair amount of gluing and filling. My own formula for holding it all in place follows:

1. Roughen the area around the crack or break with the point of a knife forming a cross hatch pattern. This is obviously done to the rear face of the panel.
2. Using araldite rapid apply a thick coat over the roughened patch.
3. Add a patch of expanded aluminium which is flexible and easy to form into any possible shape on top of the wet glue and allow to set in place (obtainable from Halfords).
4. Once dry add P38 car body filler to cover the glue and expanded metal repair. This is an important part of the fix as it stops the brittle Araldite and mesh (once set in glue) from cracking.

This make-up provides a strong slightly flexible fix which has patched up serious panel damage upon my Northwest. So far no repaired areas have snapped or re-cracked despite some pretty quick riding down bumpy country lanes.

So that's the on going story of my Northwest. The next project is too look into reshaping the side panels to match the line of the new exhaust along with modifying the fairing and giving the panels a re-spray. I'm not so paranoid about touching the bike after the crash which is allowing me to experiment with anew approach to certain areas of the existing design.

 **Ian Hambly**



Jereon Baack is cleaning up some double stock, so the following parts are for sale (prices in German marks):

- 2750 complete Saturno engine 500cc (excellent condition)
- 1200 RC600 cilinder & piston (new)
- 800 RC600 cilinder & piston (as new, new oil ring, only about 400 Km)
- 550 front disk (new)
- 750 radiator (new, still in original plastic)
- 750 front fork (used, needs new seals), complete with T-pieces and stem.
- 1500 set of aluminium wheels (new)
- 1500 set of magnesium wheels (new, rare!)
- 800 tank (new, has some basic red paint, but needs to be sprayed)
- 250 dummy tank for racing purpose (new)
- 750 fairing with glass, has a little crack in front (new)
- 250 seat (new, but the rear mounting points are removed)
- 350 for GFR: special adjustable power valve unit, very rare. Straight fit, probably a factory part or used for racing. Allows you to adjust the moment the powervalve opens, makes the GFR much more userfriendly !

If you are interested he can send you a picture of the parts.

JJF.Baack@inter.NL.net
Contact the secretary for phone number or address.



The G Net mailing list has grown to XX subscribers and there has been lively correspondence lately regarding tyres:

Hello

My Nordwest and my Saturno need some new tires. Since I would like to use italian tires on italian bikes I'm wondering if the new Pirelli Dragon HR MTR01/02 would work on my bikes. They are constructed for "light sport motorcycles", whatever that means.

I would choose the dimensions 120/70 and 160/60 for both bikes.

Any opinions?

Regards Friedrich Oesch

For the Saturno I would suggest the 110/70 and 150/60 ones. The ZR type works fine on mine. The HR type is about 80.- DM cheaper at one set. If you can get the latest MOTORRAD magazine, there is a test in. If you can't get, drop me a note, I will send a copy.

Ciao Joachim Heller

The Pirelli tyres you are looking at should be OK for your bikes. The 160/60 rear is fine for the Nordwest, but the standard fitment for the Saturno is 150 rear.

I don't know if the Saturno is sensitive to tyre size, but as it is a light motorcycle, I don't believe there is any need to go up in size.

Personally, I use Bridgestone BT90's front

and rear on my Nordwest. They are street legal race compound tyres that are sold as being suitable for up to 400cc sports bikes. Other tyres to look at are Dunlop GPR70's.

Regards Bernie Harnett

If you also use the Saturno on track I would suggest 110/150 as the rims are too narrow to support wider tyres. For normal road use 120/160 works but you have to put the exhaust off line. I myself am going back to 110/150 the next time for my Saturno.

Best wishes, Jeroen Baack

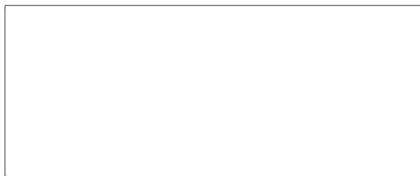
My Saturno became some new Dragon 110/150 HR last week. I was really surprised about the different behavior of the bike. It's much easier to lay it down and feels very confident. Since I never changed worn down tires to an identical model I have no experience if the change of behavior is from just new tires, or if I changed always to better models. This time I changed from Bridgestones BT90. I usually use them until the TWI is reached. The bottom line question is: Should tires be replaced earlier?

Regards Friedrich

Well I finally got the tyres last week, ended up getting some 120/160 Dragon Corsas, they slowed down or rather calmed down the steering a little but the do feel supremely confident. The engine now need sorting out a little along with the suspension. Gary Cotterwel (thanks Sally!) in Norfolk(UK) will give me a quote in the next few days on WP front and back, K&N and jetting and pipe and a little headwork...and of course the 550 kit.

What fun!

Andy Gebhardt



The Annual General Meeting of the Gilera Network will be held in the 'Towpath Bar' of the 'Stewponey', Stourton, Worcs. on Sunday 22nd August 1999 starting at 2pm.

The venue is at the junction of the A449 (Wolverhampton/Kidderminster) and A458 (Stourbridge/Bridgnorth).

Well the venue I had in mind for the AGM near Oxford turned out to be no longer suitable and I couldn't arrange to find another one at a distance. At least it will be pretty central geographically and it certainly suits me !

A later start will give the opportunity for those coming a greater distance to get there without a very early start. The pub does a three course Sunday lunch for around £6. Unfortunately no other food is available but there is

a traditional 'tea room' across the road if you want a lighter meal. The good news is that we will have the room to ourselves and it is free !

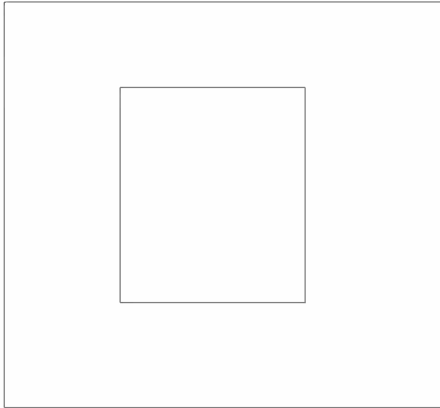
If early birds are interested let me know and I will take you on a morning run round my favourite Worcs./Salop border roads test route including a stop at a well known bikers cafe. The meeting should easily be finished by 4.30 so that those with a long ride home will have a few hours daylight left.

If you are keen on attending but need overnight accommodation I may be able to assist.

If there is not a quorum (10 members including 2 committee members for this meeting) then some one out there will have to call and arrange an Extraordinary General Meeting if they want the Gilera Network to continue. YOU HAVE BEEN WARNED !

AGENDA

- 1. Apologies for absence**
- 2. Minutes of the last meeting**
- 3. Officers' reports**
- 4. Election of officers**
- 5. Subscription rates**
- 6. Items submitted by members**
- 7. Any other business**



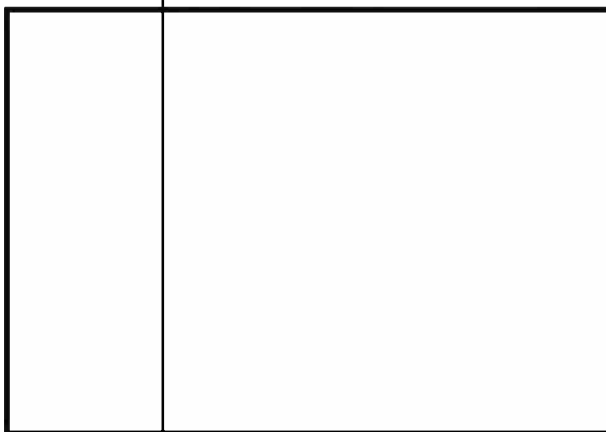
Despite the Morini Riders Club finally running out of luck with the weather this year the Cadwell Track Day was still a success. Apparently the number of entries was such that the event probably broke even. I hear that there was an unusually high number of fallers (including the MRC Chairman), and that one high side resulted in a badly broken arm and a wait for the ambulance. Even so one first timer thoroughly enjoyed the experience as you will see from this report:

Cadwell Park Track Day - June '99

Finally after three years of deliberating, I made it to the track day. I cannot recommend this event highly enough, particularly for anyone like me, who is not an experienced rider. It allows you to explore the bike's potential in a very safe environment. I entered myself in the Morini Class which was amalgamated with the slow group for the day. In this class, if just touring around the

circuit is your thing, then there was no problem, or if you wanted to 'press on' there was plenty of room. Slower riders are encouraged to hold their line and the onus for passing is put on the faster rider to find a safe way round. This allows all riders to fully concentrate on the road ahead. There were thirty or so riders in each of the three groups which, I think, was a good turn out considering the weather. It did more or less stay dry all day, but some very dark clouds came close by and it was rather cold for June. There were six or seven Nordwests and one Saturno. I didn't really know anyone there although I did say hello to Nigel Lee who I had seen before at one or two previous meetings at the National Motorcycle Museum - you know, the place where there is no motorcycle parking. Bruce Mackie introduced himself, our Nordwests both coming from Benjy Straw's with the same registration number bar one digit. There were Gileras in every group and Nigel Lee gave a good account of himself in the fast group against some TL1000's. I compared notes during the day with a guy from London (didn't catch his name) on an 'L' plate Nordwest who was also in the Morini group, which I found useful, as he had been a few times before.

The day started at 8.00 am which for me meant taping up the lights and removing mirrors, as I had ridden to the circuit that morning from a local B&B. Signing on and



scrutineering starting around 9.15, then it was down to the paddock, after which we had the briefing, to wait for our group to be called. The Morini/Slow group was first on and we made our way down to the start line by the hairpin. The instructor led the way for the first two laps, then you're on your own. My first reaction was to go as fast as I could - big mistake - I almost ran off going into the Gooseneck. This made me go steady for the rest of that session. The next time out I concentrated a little harder and occasionally felt like I was going through Gooseneck correctly. I could tell this as my exit speed was increasing and bringing Mansfield up a little too quickly, to the point when on one lap I got all locked up and ran off past the marshall's hut and onto the slip road. After Mansfield there is a swoop down to the hairpin which is fun but the hairpin itself is a pain as you go over a double camber of the track. The sprint from the hairpin, left around Coppice and onto Charlies, which is a double apex bend, determines your maximum speed down Park straight. I never saw more than 6,000 in top (because I couldn't do Charlies properly), before rising out of the dip and then onto the brakes for Park. Around park and Chris curve I took a different line every time and at no time during the day did it feel right.

The Club Circuit is an ideal track for the Northwest, with plenty of twisty bits. Everyone taking part was friendly and helpful and the organisers did a first class job, as did the track officials and medical crews.

My thanks to all those people who make this event possible.

See you next year.

Nick Bell



Geoff Dawson

It was great to be able to visit the Gilera stand at the BMF and see the collection of 'Nordies' et al. on show.

Since my regular contributions to the 'GeN' magazine stopped after No.9 (also my membership no. at the time), I felt that it might be appropriate to add one additional small article.

Earlier members may recall my close attachment to L 651 VNL and the painful (at least for me) separation.

Recently '651' came back into my life, in a peripheral way, when 'Gill' re-appeared in Ken's Motorcycles, For sale.

In the intervening two and a half years the mileage had increased from 20K to 40K and tender loving care was not in evidence.

On several visits to Ken's, 'Gill' remained in the inner recesses of the showroom. A few months ago, however, the space was empty and a new owner in the offing! I hope he, or she, has as much pleasure as I did!

As a footnote it was pleasant to be able to meet the Gilera enthusiasts again as well as yourself - TOT ZIENS to Simon from HAARLEM.

Carsten Hemmersbach

Hello Gilera-enthusiasts,

The German company:
SEBY POLY FVT GmbH
Werkstr 6
52076 Aachen
Fon: 0 24 08 / 15 60
Fax: 024 08 / 16 70

want to build the plastic parts for the Nordwest / Nordcape and the Saturno. If there will be a demand of 5 or more customers.

They are looking for a Saturno fairing in good shape for the model. They already offer the Saturno front mudguard and the seat. Sorry - I don't know any prices. They are thinking about building a plastic tank for the Saturno that allows to fit two carbs underneath...

I think all this sounds very interesting and should be supported. Especially for the German Gilera Riders! So please, if anybody has some cracked parts left, get in contact with SEBY POLY.

Maybe we can encourage them to supply the parts we need.

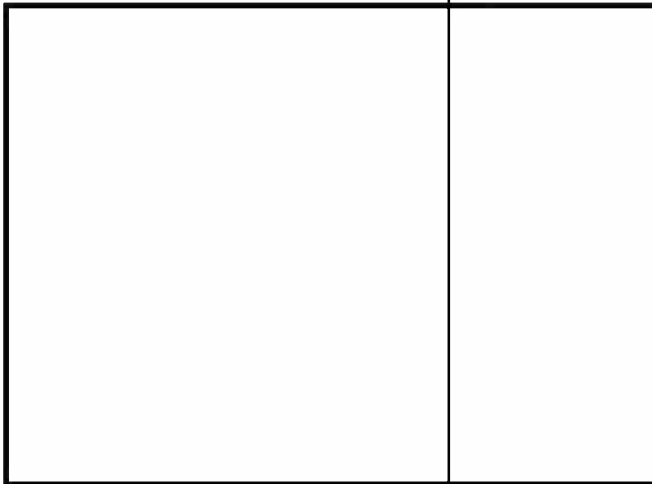
Tanti saluti di Colonia



Sally Kelly

Hopefully you'll be able to open these pictures..... They show my Gilera Piuma now it's been converted to ride on the road! I raced the Gilera in the Bemsee (British Motorcycle Racing Club) supermono classes last year. It was great fun but a little too slow compared to the Rotax', Ducati's, Yams & MZs. Also, I crashed a few times and decided to retire her before I did too much damage!

I've still got all the original bodywork and stuff for the Piuma and haven't done anything to it that isn't reversible - so it can go back in original trim anytime.



Christian Matt

Hi all

Sadly I have another problem with my Nordwest. As you might still know I had some problems with the starter (see Mail: "First signs of starter clutch failure?" from 31. Dec. 1998). Luckily, it was not the starter clutch only a weak battery.

My new problem seems to be more serious than the other one. Two weeks ago on Whitsun I made a longer trip to the Gilera-Meeting in Hohensolms (Germany) Felix Hasselbrink mentioned in February in this Mailing list (for more details about the trip see below). The whole trip from Zuerich to Hohensolms and back is about 1600 km (about 1000 miles). Shortly before the beginning of the trip and during that time the engine started to make a ticking noise which was getting louder and louder. I cannot exactly locate the noise but it sounds like the tappets need to be adjusted (it sounds like clearance is way to big). Back at home I checked the tappets but they are okay so I don't know what else it could be. There aren't any other symptoms like power loss or anything else.

Any ideas about the cause of this noise and what I should do?

As I mentioned before I made a bigger trip to Germany to go to the Gilera-Meeting as I did it last year. The only difference was that I started my trip on Friday and rode up to Hohensolms in two days not like last year when I left on Saturday and did the 760km in one day. 12 hours of nearly non-stop riding is not the kind of travelling I want to do often ;-) The weather was not as good as it was last year on the way to Hohensolms but it was okay. The Meeting itself was a bit disappointing: There were only few Gileristi (one Swiss (me on the NW), one guy from the Netherlands (mix of Saturno and Piuma), 5 Germans (2 RC 600, 1 NW, 2 Saturnos)). Although the weather was good on Saturday and wonderful on Sunday there weren't many other Gilera

riders on the meeting. Just a few went but left after a beer or two (did we frighten them? I don't know ;-). It seemed that public relations was quite poor to announce the Meeting but next year should be better - hopefully.

Cris Bare

Last weekend I rode the GFR from San Francisco, USA down to the World Superbike Race at Laguna Seca. It was a 250 mile round trip (400km), mostly on highway at about 120-140 kph. I consumed about 12 U.S. gallons of petrol and 600ml mix oil. This is about 35 miles/us gallon, which is a little under what I would expect for highway riding.

The bike itself ran flawlessly, with no plug fouling or any problems. It sent some oil out the gearbox breather hose, but that was because I had overfilled it. (And my I complain about the difficulty in checking the oil on the GFRm which involves removing the side fairing and unscrewing a cap that has no ridges or grips, only a strange shaped groove - I had to make a tool to do this).

When I arrived, I tried to park on Ducati Island, but this year they were stern in only allowing Ducatis there (I even showed them my Ducati key, but no go). So I parked just across the bridge next to the vendor tents. Everyone who went onto the island had to pass the GFR, so it got a lot of attention and crowds. I enclosed a picture of some people gathered there.

The ride back to San Francisco was too much fun. I could not even get close to the ability of the GFR to corner in the winding mountain roads.

It was a great trip.





The Gilera name is becoming well known on the streets. Gilera scooters are selling very well and it looks as if their popularity is set to continue. The Runner has now got a rear disc brake, improved rear suspension and a selection of new asymmetric paint jobs and they look stunning. I think we can expect to see more of the great name in the future. Piaggio will be announcing a new model at the Milan show in August and will also probably take the opportunity to make a statement about their future plans. Piaggio are beginning to show a commitment to develop the Gilera name beyond a couple of scooters. When the Runner was announced it was something new and different and we are about to see another new and different version of the scooter format. Gilera was always a name associated with advanced thinking and innovation and I think it will continue to be in the future. Watch the press and this magazine for further details.

Something new.

Previously I have mentioned the 125cc custom bike that is now being made. It looks as if this may come to Britain after all. Piaggio Ltd. have one for evaluation and I have ridden it. It is called Coguar pronounced Cogwor, a word invented at Piaggio as a previously unknown abbreviation of the Italian word for Cougar, Coguaro. Also there is now a 50cc "super motard" called the GSM. Well OK maybe it should be a "mini motard" but GSM stands for Gilera Super Motard so "super" it is. One is on its way to UK so I should be able to tell you more about it next time. This is a real Gilera and is the latest version of the six speed, water cooled, two stroke single that Gilera have made for years, most recently in Spain as the RK50 trail bike. The GSM is being made at Pontedera and this should mean better quality than the somewhat doubtful RK50. Photos of it look good and I am told the engine is very powerful when de-restricted. I will let you know. Piaggio

should have the Coguar and GSM on show at the NEC this year and they may have something else. Oh yes and they should have me on show as well, so do come onto the stand, we will be pleased to see you.

COGUAR 125 Test

The 125 market in Britain is a strange thing. The biggest selling 125 by a long way is the Aprilia race replica. The other big sellers are the sensible utility Honda CG125 and slightly better looking Yamaha SR125. Small custom bikes have never been very popular but now all the manufacturers seem to think they should be. Honda have the Rebel, Yamaha the 125 Virago, Suzuki have just announced a 125 V-twin custom and Kawasaki are still trying to convince us that theirs is worth buying. All these people are having more and more success selling big customs so it follows that they should be able to convince enough of us to buy baby cruisers.

Now it looks as if Gilera are going to join in with the Coguar. A fairly conventional Harley look-a-like custom, low seat, high bars, spoked wheels, twin rear shocks etc. The engine is the 125cc SOHC Honda single that has been around for some years. Not the most exciting engine but well tried, tested and trusted. The attention to detail is good so it looks like good value. I think its finish is as good as the Japanese opposition so if the price is right it should sell. A price has not been set yet but they are talking about a few pounds more than an SR 125. If I was going to make a worthwhile evaluation of it I would have to remember that it is a learner legal 125 that is intended to appeal to someone new to biking. Although the bike looks large it felt light and was easily moved about. No centre stand just a solid looking side stand with a micro switch that stops the engine if the bike is put into gear with the stand down. The riding position is not too radical and the feet forward high bar position did not feel too strange even to someone who is more used to a sportier stance. Feet forward means that all your weight is on your bum so the quality of the seat can

soon become important. The seat is wide and soft; it still felt comfy after half an hour. Starting the engine is just push the button, the choke is a lever on the side of the carb. No kick start is fitted. All the controls are light and easy. A few revs and it pulls away smoothly. The throttle is not very sensitive so a beginner should find it easy. If you want to hurry you need quite a lot of throttle and revs. On the move it feels very light and is easily manoeuvred. Gears are light and positive. Because it is a fairly low powered 125 it would be unreasonable to expect endless torque so it is necessary to use the gears a fair amount but this does not seem too much of a chore.

A top speed of sixty means this is not a motorway cruiser. Stay off fast roads and it is an enjoyable experience. I did about 20 miles on country lanes and really enjoyed it. As a contrast I also had a trip through the highways and byways of old London Town and I still enjoyed it. Excellent brakes front and back with plenty of feel. OK I have been kind to it so far but what was wrong with it?

The stand switch will probably fill with water and fail (like many others). The cast alloy tank badges look as if they should be fitted to a bike produced at the State Motorcycle Factory Number 17. They certainly do not proudly proclaim a great heritage.

I doubt if many of you will be rushing out to buy one of these as it is probably not your kind of thing, I am saying this because of the type of bike you must prefer as you joined GeN. But someone who likes the custom style and is looking for a first bike or a lightweight ought to be tempted by the Coguar. We certainly should not be embarrassed about it and hopefully it will bring some new members to the club.

The Gilera Runner has now got a new rear shock as standard and it handles a lot better than the early one. Mind you the early one handles OK and is a lot more predictable than many scoots. Yes the rear

wheel can move about but that is how it is designed and the mounting system is exactly the same as the racing scooters that lap Brands Hatch almost as fast as CB500's so be careful what you read. The assistant editor of Scootering is one of the people who races those wobbly wheeled scooters and he was probably the first person in Britain to own a 180 Runner. He imported it directly from Italy long before they got here officially. Why would he want such a dodgy scooter?

In the next issue I should be able to tell you about the GSM 50.

A reply to some of Mark Gracey's questions in the last GeN. The temperature sender has an orange wire that goes all the way to the gauge where it is joined by a red feed and black negative. Disconnect the wire from the sender and check it cold, note the resistance value, repeat when hot. The value should be very different. If it is the same then change the sender. If it is OK check the wire for continuity, end to end. Check that you have a 12v feed on the red wire with the ignition turned on. Check that you have continuity to earth from the black wire. If all that checks out OK then it must be the gauge.

The rev counter works out the revs by counting the sparks. As the engine sparks every revolution the number of sparks equals the number of revolutions. The wire from the CDI unit is white / green and changes to white / light blue at the big block connector before the instruments. The other wires are again red and black. Your description does suggest that the clock is the faulty thing but it could be a bad connection so check the wires for continuity and wiggle the wire while you are checking.

Stainless header pipes should be readily available and they are not a bad price, contact Bob Wright. Bob can also supply the Gazelle stainless silencer that can be thoroughly recommended.

Not too sure about the rattling valves without hearing them. You should not have end float rattle because everything works directly in line unlike push rod engines and some single cam engines where everything can not be working perfectly in line. The engine does always have a quite regular tick, but if it has got worse you may need to take the top off the head and lift out the cams to look for wear. If something has started to wear through the hardened surface you should be able to adjust the valves but they will quickly go out of adjustment again. So I think yours are OK and you are just getting paranoid about little noises. I think most bikers do it. I have stopped and looked around my bike several times over the years because I am sure something is wrong but all is well and when I ride on, hey presto the noise has gone!

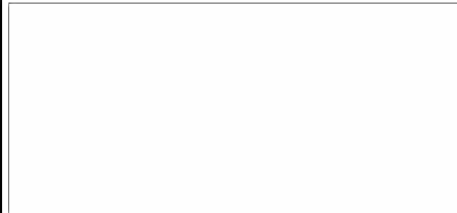
If you want to fit dozens of extra lights then use a relay. The switch will burn out before the wiring. Use the existing wire to drive the relay and run an extra heavier wire direct from the battery to the relay and onto the lights. And don't forget to add a heavier earth wire as well.

Yes there is a K&N filter that will fit straight on. It will make the bike a lot noisier and you will probably need to start playing about with the jets. You should get about two or three horsepower. I would say it is probably not worth it unless you are doing other tuning as well. Simon Roberts also mentions K&N so I will do some research and report back.

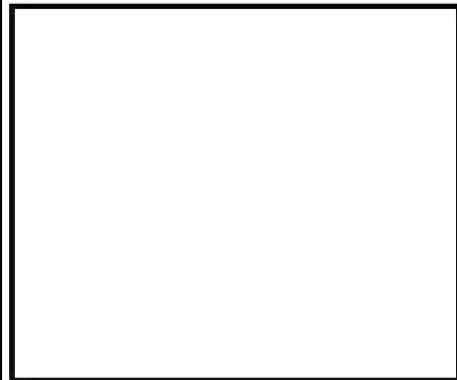
I am also sorting out the kickstart bits for the Nordwest but it is not going very well, I am having a job getting replies from Italy. I hope I will have confirmation that all the parts still exist soon.

 **David Champion**

See David's simplified Saturno charging circuit diagram on page 21



Here are some details of the Gilera SOHC four valve 125 four-stroke engine that might have been from an article in 'Motociclismo' which David managed to get translated:



The engine was designed by Franco Lambertini (of Morini 3 1/2 fame) while he was at Piaggio. It has been sold to Franco Morini (the maker of those many 50cc two-stroke motors supplied to Atala, Malagutti and Italjet) who has acquired the rights to the Moto Morini name from Cagiva. Lambertini is now with 'Morini' as Technical Manager responsible for technical development.

The V-twin motor tooling has been lost ! Morini V-twin spares will continue to be supplied by Cagiva who retain the rights to the late Moto Morini prototypes (presumably including the Lambertini designed 750 V-twin that would have been better than the Ducati !)

This diagram can be supplied as an A4 sheet - send an SAE to David Champion. All members registered as owning a saturno should have received one with this issue.