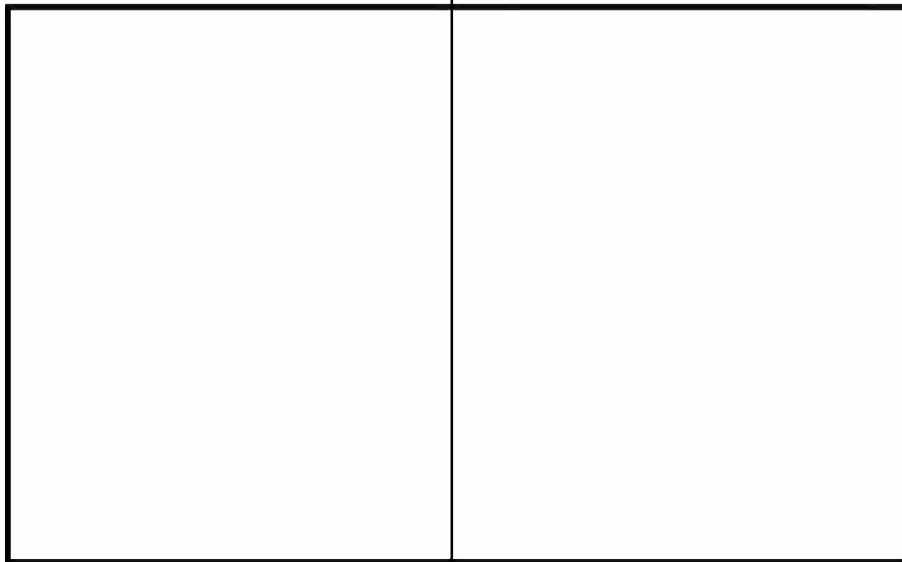


Editorial

Thanks to everyone for making the AGM a success - the best ever attendance ! The good news - Les Wassall has taken over as Membership Secretary (see back page for contact details). The bad news - Andy Wallington is unable to continue as Treasurer so we need a volunteer. Don't

said about Gilera, Piaggio or the TPG deal - so who knows what the future holds ? In case you haven't already heard about it here is the Gilera 'compact'. Initially a 50cc twist and go model which may eventually appear in 180cc four-stroke automatic guise. What a head-turner - but just imagine what a 750 four-stroke 'bialbero' new Nordwest could have looked like or a conventional 125 two-stroke GFR powered bike with this styling ?



The Gilera 'Compact'

wait for the AGM next year, get in touch NOW ! Oh and I might as well warn you now I want to stand down next year so a new Secretary/Editor or even better perhaps Secretary and Editor will be needed.

I have been holding back publication of this issue in hopes of momentous news from the Milan Show. However, at least as far as MCN are concerned nothing was

You should all find 1999/2000 membership cards enclosed with this issue and all being well the Membership List will be published in late October. By the way the excuse for this issue being late is a bout of bronchitis just as it was nearing completion :(



Now read on ...

AGM

Minutes of the sixth Annual General Meeting of the Gilera Network held at the 'Stewponey', Stourton, Worcs. on 22 August 1999.

The meeting opened at 2.20 and soon had an all time record attendance of 18 members. The Chairman opened the meeting by welcoming everyone to the 'Stewponey' and explaining why the meeting had not been held in conjunction with the Cadwell track day this year.

Apologies for absence

Beth Davidson
Pete Myers
Andy Wallington
Les Wassall

Members present

David Champion
Pete Fisher
Roger Meadows
Gary Cooper
Ian Robinson
Gary Menzies
Keith Spackman
Alan Jeffery
Rob Pearce
Rob Thorne
Ritchie Round
Mike Riley

Dave Riley
Claudia Cruttwell
Dick Stapley
Robin Sims
Nigel Lee
Ian Hambly

Minutes of the last meeting

The minutes of the meeting held at the 'Blue Bell', Belchford on 5 July 1998 having been published in GeN#17, Dick Stapley proposed and David Riley seconded that they be accepted as a true record.

Chairman's Report

David Champion reported that paid up membership currently stood at 110 but that this usually grew each year by renewal time to around 130. Bikes were still changing hands quite frequently.

The future looks very interesting. Gilera will continue to manufacture sports scooters and lightweight motorcycles. The Runner is selling well and a new twist and go 'compact' model will be announced at the Milan show. Also to be announced will be the fact that Piaggio have a designer working on three large capacity machines for 2002. They will be a 1000cc four, a large trail bike and another 'sports bike'. The four will feature a Honda engine in a chassis designed by Bimota.

Piaggio has been acquired by the Texas Pacific Group. This is an investment company who see the potential for merchandising associated with the sale of motorcycles. What effect the purchase will have on the situation regarding the supply of spare parts is unclear.

At this point Rob Thorne interjected by suggested updated bodywork for the Nordwest. The Chairman referred him to Dick Stapley.

There will be no more four stroke single ('bialbero') powered Gileras. The tooling and design has been sold to Guzzi and it seems unlikely that they will ever use it.

The tooling for most of the engines

(including the GFR) has been lost except for the 50cc (RK50) motor.

Treasurer's Report

In the absence of Andy Wallington, Pete Fisher reported that The Gilera Network is financially secure with around £2000 in the bank, the the main outgoings being the production of the newsletter, BMF affiliation and Public Liability Insurance.

David Champion said that Piaggio were keen to foster liaison with clubs and hoped to offer increased support. David pointed out that the possibility that Piaggio might want to exercise more control over our activities should be recognised. They certainly were not prepared to support a separate club for Runner owners and gave the example of resistance to the formation of a club for Piaggio automatic scooters separate to the Vespa club. This should not present a problem so long as we are aware of the situation.

The Cadwell track day appears to have at least broken even, but it is too early to be sure of the exact outcome.

Accounts will be published in Gen#22.
[SEE PAGE 17]

Membership Secretary's Report

Pete Fisher reported that Pete Myers did not wish to remain in this position. He confirmed that a steady flow of membership enquiries are received which pretty much matches the rate of non-renewal. This is largely explained by the change of hands in machines with particularly some Nordwests being in the hands of the second or third owner.

Pete gave the meeting the happy news that Les Wassall had volunteered to take up the post.

PRO's Report

In the absence of Ian Calvert, Pete Fisher reported that the PRO had not, as had been hoped, had the opportunity to publicise the Gilera Network in conjunction with press releases by the factory to mark the 90th Anniversary.

Secretary/Editor's Report

Pete Fisher reported that the cost of producing the newsletter was happily staying the same and that improved services available from Office World has reduced the task of publishing 'The GeN'. The usual problem of filling it with material remained !

He explained that the Internet site could be much improved and developed if someone had the time. Pete confirmed that the domain gilera.co.uk was owned by him personally but was registered to the Gilera network. Should Piaggio indicate that they considered that an official Gilera web site should be operated by them he would be happy to give up the rights to that domain, but would suggest that Piaggio should pay for the Network to use gilera.org instead.

Election of officers

Ian Robinson proposed and Mike Riley seconded that the committee be re-elected en-bloc with the substitution of Les Wassall as Membership Secretary. This was carried unanimously.

Subscription Rates

The subscription rate having stood at £9 for the last four years the Secretary asked the meeting if it should be increased. The Chairman proposed that in view of the healthy bank balance it should remain the same.

Claudia Crutwell proposed that a family membership should be introduced.

Rob Pearce stated out that other one-make clubs had rates between £15-20. The Secretary pointed out that other clubs often had monthly magazines produced to a higher quality (presentation rather than content !).

Rob suggested that the extra subscription could be used to build up a fund to start a spares scheme. This would be not for buying existing spares but for arranging for the manufacture of unobtainable parts. David pointed out that many parts were common with other machines. The cam-belt design is registered but it should be easy to get them produced when the time comes.

? (Sorry should have asked the name) suggested a census of parts required most by members and enquired about the availability of standard silencers. David explained that Gazelle supplied a stainless unit which was appropriately marked. Many parts were produced by subcontractors. David has approached the factory in Italy regarding the unavailability of standard silencers.

David Champion proposed and Mike Riley seconded that the subscription should remain unchanged.

Rob Pearce proposed and Dick Stapley seconded that subscriptions should increase to £10. For the first time in the history of the Gilera Network there was a vote ! Rob Pearce's proposal was voted on and received 13 votes for, 4 against and 1 abstention.

Further discussion of spares production followed. It was pointed out that there were only around 250 Nordwests and 50-60 Saturnos imported, but that we should think about supplying parts on an international basis. The possibility of entering into matched funding of part

production with Bob Wright was put forward.

Claudia Crutwell's proposal for a family membership was seconded by Mike Riley. This was carried unanimously with the rate to be set 1.5 times the standard rate (i.e. £15).

Any other business

The Secretary asked if members were happy with the present system of membership renewal for all at the same time. The pros and cons were considered and the feeling was that the system should stay the same.

Rob Pearce suggested that the Membership Secretary could pay in subscription cheques received to speed up the process.

Mike Riley suggested that the Spring Gathering should be at a new venue in view of the problem with parking. Pete Fisher said that he would ask for suggestions in the next 'GeN'.

David Riley asked about the position regarding the use of unleaded fuel, David champion confirmed that all Nordwests and RC600s were OK on unleaded. All other models were not intended for unleaded use. He recommended the use of a good additive such as Morris's and to keep a close eye on valve clearances. The GFR and other high performance 2-strokes need high octane fuel and will require an octane booster or Lead Replacement Petrol. High mileage engines which will now not be used much may be OK for some time.

David Riley proposed a vote of thanks to he committee.

Pete Fisher said that it was not yet clear what arrangements would be made for the AGM in 2000 and that this may depend on the Cadwell (or other venue ?) track day.

The meeting closed at 4.30 pm.

G-Mail

☰ Mike Riley

Julie and I would like to announce the great news of the birth of our second child.

Luke Steven was born on February 18th. He is a delight to all the family and constant amusement to Leeana who is by now trying to teach him the skills of knee down cornering on the pedal/push along trike !

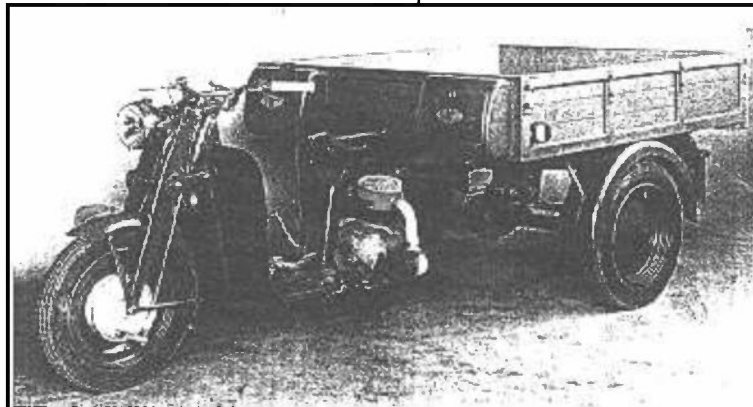
Talking of trikes - the growing family could probably do with one of these Gilera motor carts for shopping expeditions .

On to things 'Nordwest' - due to stricter MoT tests the front headlight is half covered by a go-faster carbon fibre blanking sticker to alter the beam angle as the bulb mod. Was not sufficient, is anyone

☰ Raymond Ainscoe

Can I recommend a new Duke video, The Great Italian Racers. It is produced by David Wood (whose firm used to do the Castrol TT films of the 50s and 60s, and then the famous Yamaha films of the 70s), and covers the Italian racing marques from 1949 to 1976 - Benelli, Bianchi, Moto Guzzi, MV, Mondial etc. I am undoubtedly biased; first, because I wrote the majority of the script; second because it includes lots of lovely Gileras !

Much of the 90 minutes has never been seen before. Apart from what you would expect (Masetti, Milani etc.), there are wonderful shots of the Gilera sidecars of the 1950s, the Guzzi V8s and the Gileras from Imola 1957 and some fantastic film of Florian Camathias on the Gilera s/c in the 1964 TT. Not to be missed.



else having the same problem ?

[Apologies for not putting Mike's letter in GeN#21 - it got 'lost' in the move - Ed.]

☰ Damon Singh

After reading probably one of the first articles reviewing the Gilera Nordwest

back in "Fast Bikes" magazine in 1991, I finally got round to buying one privately in November last year. Since then I've had my fair share of problems with the bike. The first one being the usual starting problem of the engine firing up then cutting out due to itself flooding with too much choke. I decided to adopt the method of gradually pulling the choke out while starting the engine. Once running, immediately push the choke in enough to keep it running above idle, and then ride the bike. After riding for about 30 seconds, push the choke in and all is well. I also replaced the spark plug with a NGK DPR9EVX-9 platinum tipped v-grooved plug. Since doing this the bike has never cut out on me.

The front and rear brake switches both packed up on me at the same time, which I thought was a bit strange, only to find that the contacts inside the front switch had corroded, as well as the little outer spade terminals on the rear switch. Since replacing them, I have packed grease into the dust covers protecting the wires from moisture.

The starter clutch mechanism has rattled since owning the bike, so I decided to strip the assembly down to find the clutch spring had stretched. I replaced the spring with a spring from a Yamaha front fork oil seal (part no - 4KG2314500). I think it is an Exup oil seal. I didn't need to join it to make it bigger as it was already big enough. The starter clutch has been trouble free since and that was about 2 - 3000 miles ago. What I did find though, was that the rolled over spring cover that had to be bent apart to remove the spring from its casing had to be spot welded after re-assembly, just to make sure it would not come off again even though I managed to bend it back to original shape. I replaced the oil at the same time with Silkolene Comp 4, which is a semi-synthetic high performance 4-stroke oil for use in all modern engines

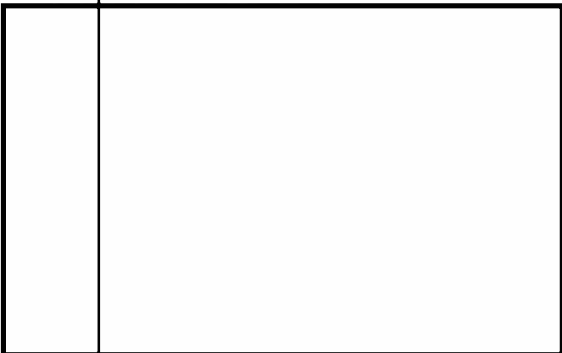
especially hard working "Big Singles" and enduro machines.

Fork seals have been changed and the rear sprocket costing only £20 from B&C express (01522 791369). It's an original fitment as well. The rear Corsa has not lasted long at all, and had to be replaced with a Dunlop GPR70 tyre (£89 from Watling Tyres 0181 690 3366) even though I've still got a Corsa on the front. So far the GPR70 takes a while to warm up and is quite sticky. I haven't noticed much difference with the handling at all. You can still apply the science of physics around corners. Would anybody recommend fitting a GPR70 to the front; any suggestions?

The indicators have been replaced with mini indicators from M&P in Swansea. Word of warning though, the bulbs supplied are too powerful for the Nordwest so they stay on and don't flash at all. I had to cut the bulb and holder off and solder the original 10w bulbs directly to the existing remaining wires. I also added tin foil to the backing of the indicators as there is no reflector given. Also fitted on my Nordwest are anodised bolts from "Braided Steel" (01386 849060). These include engine casing bolts. I had to measure all the bolts separately and if needed can give the sizes to anybody else.

Finally many thanks to David Champion (advice/workshop sheets) and Bob wright (parts) over the past year.

Happy biking everybody !



NORDWEST / RC 600 KICK START

Part Number 60.02 Description and Notes

		<u>Item</u>
.	319244	1 WASHER
.	006420	2 CIRCLIP
.	321462	3 NYLON SLEEVE
.	321811	4 SPRING
.	328906	16 SHAFT ASSEMBLY
+	324705	40 KICK START LEVER ASSEMBLY for RC600.
+	952319	40 KICK START LEVER ASSEMBLY for NORDWEST.
.	321926	31 BOLT. For Kick Start Lever 324705. (RC600)
.	319148	31 BOLT. For Kick Start Lever 952319. (NORDWEST)
.	328170	21 DE-COMPRESSOR LEVER
.	947123	22 RETURN SPRING. For #21
.	322512	- SEAL for AUTO DECOMP. SHAFT. See page 61.01 item 5.
.	321270	- SEAL for KICK START SHAFT. See page 61.01 item 6. (20x32x7)
.	947245	- GASKET. For clutch cover.
.	321984	20 BOLT. Return stop
.	319311	19 WASHER. For #20
#	324606	18 CABLE
#	005967	23 CIRCLIP
#	316144	24 WASHER
#	328907	25 LEVER
#	321921	26 SPRING
#	319303	27 NUT. This must be an all metal stiff nut
#	003056	28 WASHER
#	321606	29 LEVER
#	321982	30 SPRING
#	321926	32 OPERATING LEVER

REFER TO ILLUSTRATION IN PARTS CATALOGUE PAGE 60.02

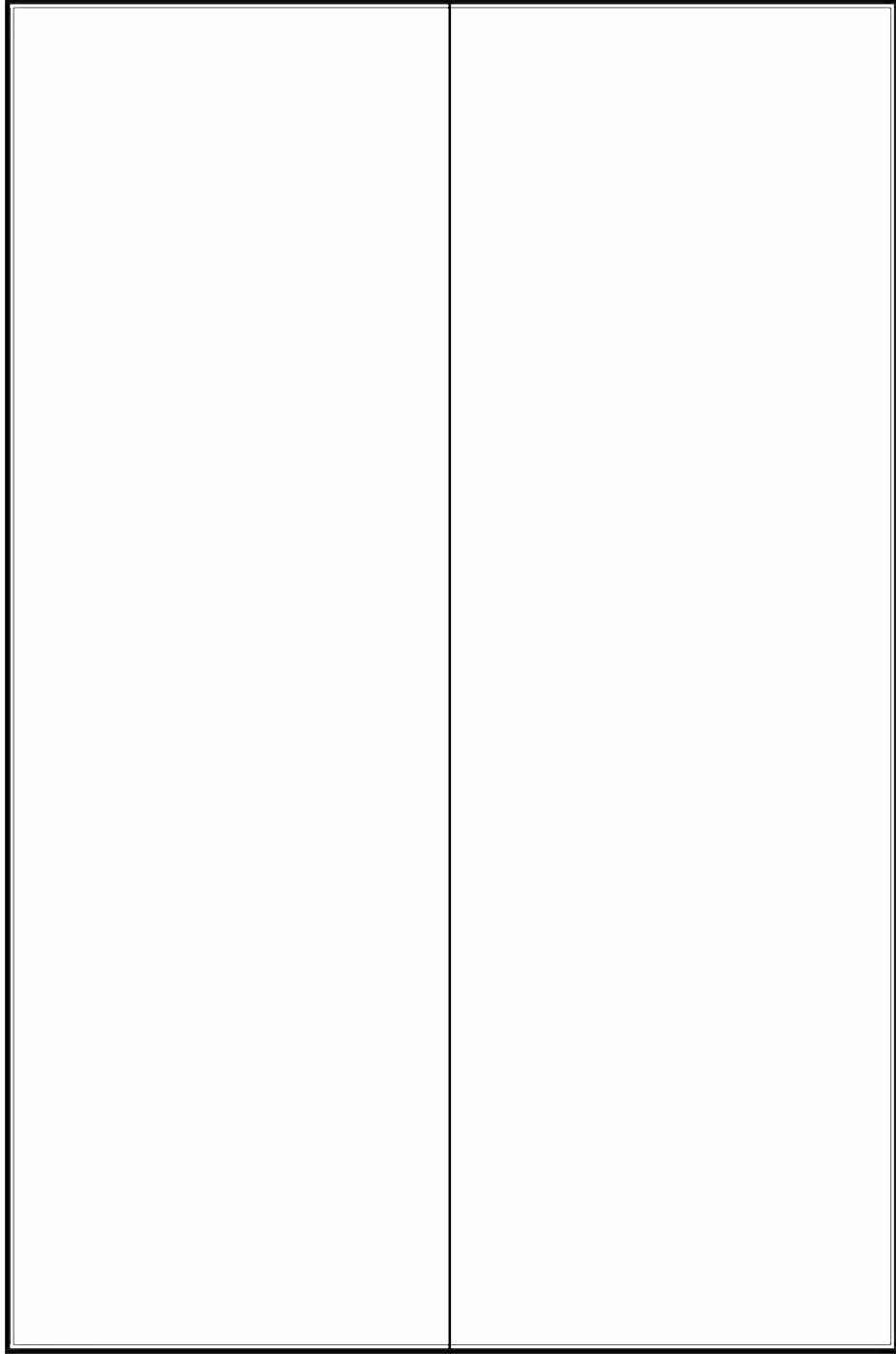
+ Use one or other.

The RC600 kick start which is a plain light grey colour and matches the RC engine should only be used with RC600. You need to use the RC600R kick start if you are fitting it to a Northwest because the Northwest and RC600R both use the same type of footrest so the lever should clear everything. The RC600 lever will not clear the Northwest footrest.

These items are needed only if you fit the original "Auto De-compressor" system

If you intend to use a handlebar mounted de-compressor lever you do not need any of the parts marked #. You should be able to buy a suitable handlebar lever from a motor cross or trials specialist. You will have to make up a suitable cable.

- The pin that items 23 – 26 fit onto must be already fitted in your clutch cover. It is not available separately. If you do not have it then you must use a handlebar mounted de-compressor lever. It should be there but please check before ordering the parts.
- As far as I know all these part numbers are correct and are available.
- Do get a quote for the cost before ordering because these parts do add up to a lot of money.



Fitting a KICK START

NORDWEST or RC600' 92

- It would take pages to give a complete step by step guide. I am not sure I could make it a complete guide so here are some useful notes.
- Spend some time looking at the bits so you can understand what is involved.
- There is no machining or re-engineering required.
- No special tools are required.
- The job can be done with the engine in the frame.
- First obtain all the parts.
- You can work with the bike on the side stand.
- Drain the engine oil.
- Remove the r/h footrest assy. (Nordwest) or Remove the sub frame assy. (RC 600).
- Remove the Tank.
- Remove the Cam belt cover.
- Set the engine to TDC on the firing stroke as if you were going to change the cam belt.
- Disconnect the clutch cable from the engine end.
- Remove the clutch cover.
- Remove the two blanking plugs from the cover. Fit the oil seals. You only remove the kick shaft one if you are not fitting the auto decompressor.
- If fitting the auto decompressor. Fit the valve lifter levers into the case. Use locktite on the threads.
- From the l/h side of the bike remove the "Allen" type blanking bolt. It is near the centre of the engine and in front of the rear suspension unit.
- Remove the upper half of the rocker box. Be very careful not to disturb the head or head gasket. There will not be anything holding the head down and if you are careless you may find you have to replace the head gasket (engine out etc!)
- Note the small pin that retains the valve lifter blank. Remove the pin and pull out the blank.
- Replace the blank with the valve lifter arm and spring. Make sure you put the pin back. Note there is no oil seal on the lifter arm, it does not get much oil so grease it well before fitting.
- Refit the rocker box half. There is no paper gasket, use a little liquid "Instant gasket" (Not silicon). Carefully torque the head bolts.
- Assemble the components on the shaft as the diagram shows. Make sure you get the washers in the correct places.
- Spend some time studying the way that the shaft goes in and works. Note that the drag spring (item 8) can fit into two positions the one that looks as if it is made for it is the wrong one. It should be in the place at the bottom that is slightly too large. Get the shaft behind the clutch and then put the shaft through the cover and attach the kick-start. As you push the cover / shaft in, check that it is all going to be in place correctly. Once in, you wind the kick-start up far enough to fit the stop bolt (item 20). Now you should be able to prove it works. If it is ok remove it, fit the cover gasket with some grease to hold it in place and reassemble it.
- If you are using the auto decompressor. Fit the cable and adjust it. You will need to bend the brake switch operating wire to clear the cable.

How to Kick Start a Big Single

If you are not familiar with kick starting a big single it will be very frustrating and hard work. Once you get used to the technique it is not hard and should be a reliable method of getting the engine going.

Trust me, it is not that hard, and you won't end up with one leg twice the size of the other. It is all a bit of a Zen experience and approaching your bike with a warm, friendly and positive attitude will definitely help. Oh yes, and never try to hurry.

A full swing of the kickstart lever will only get the piston over compression once so it is important that you start with the piston in the right place. If you start with the piston just past compression then it will have almost two complete revolutions to build up speed before it gets to compression again. It is not your strength that gets it over compression, it is the momentum. So being weak and feeble is no excuse.

The trick is to imagine where piston is while you are setting it up.

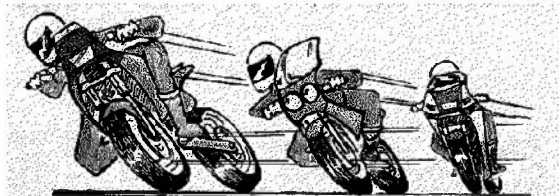
1. Push kickstart down until it stops (because the piston is coming up to compression).
2. Let lever back to the top.
3. Push the lever down a short distance (no more than 1/4 of the total travel) This is to get the piston just past tdc on the firing stroke. (if you have a valve lifter lever you will need to use this to get over compression)
4. Let the lever back to the top.
5. Give the lever a firm kick all the way to the bottom. You must get your weight behind it and do not stab at it. The technique is to jump up slightly and kick down as you reach the top of your jump. Your weight will help the power of your kick.

Some important do's and don'ts.

Put the lever in the instep of your foot not under your toes.

Never completely straighten your leg in case the engine (if you have a valve lifter lever you will need to use this to get over compression) kicks back.

I believe all this. I always use the kick start on my Saturno and RC600. The RC has not even had an electric start for the last nine months.



G-Net

<http://www.gilera.co.uk/gilera>

gilera@onelist.com

The most important news is that the G-Net Mailing List has been discontinued and reborn in a new guise. The list is now a 'community' at ONELIST. Messages are now automatically forwarded to list members without any action by me and the only 'price' is a three line sponsorship message appended on the end. All members (nearly 40) of the old list have been invited to join the new arrangement and g_net@gilera.co.uk has now been officially closed.

You can subscribe to the new list by the following routes:

1 go to
<http://www.onelist.com/community/gilera>
2 send a message to
[**gilera-subscribe@onelist.com**](mailto:gilera-subscribe@onelist.com)

SCOOP!

I am fairly sure that the first published pictures of the new 'compact' machine appeared at www.gilera.co.uk. Mario Santucci, head of new product design at Pontedera emailed me photos of these amazing pocket rockets at the same time as Piaggio UK received the official news. After checking with David I had them available on the web server the same night !

The news of the TPG bid was a better kept secret, but if I hear any rumours from our members round the world of what this may mean for Gilera (the German press often seem well informed) I will post them on the site.

OBITUARY

GAVIN LEE



It was with great sadness that I only recently learned that Gavin lost his life at the Southern 100 races on the Isle of Man in July in a multiple pile up at Williams Corner on the first lap. Gavin was involved with Gloucester Racing (formerly Gloucester Kawasaki Race Team) on many occasions. Alan Warner of Gloucester Racing says of Gavin:

“ A very unassuming and polite young man whose riding has always been described as smooth and extremely quick. His TT results are to be admired as Gavin was always struggling for backing. In my opinion he was the top privateer in the country.

Gavin rode with us on the Continent several times and appeared on the rostrum many times. He was competing against top semi works riders, all of whom had a great respect for this quietly spoken young man on his home tuned TZ250. ”

Gilera enthusiasts will remember Gavin for taking his father Brian's standard Saturno to 13th place in the 1994 TT singles race.

I am grateful to Alan Warner for his permission to reproduce parts of his tribute to Gavin on his Web Site:

[Http://www.zyworld.com/ttgrandad](http://www.zyworld.com/ttgrandad)

PSF

Chairman's Chat

The AGM was our most successful yet and we have to thank Pete for making it happen. When it became apparent that we were not going to be at Cadwell in bulk this year we had to find an alternative venue for the AGM. It sounded easy right up until we tried to think of somewhere. Pete suggested a pub a few miles from his house, this turned out to be an excellent plan. The pub said we could have a room for free, this turned out to be a bar that normally did not open on Sunday afternoon so we had lunch and a pint right there when we needed it, magic. The location suited a lot of you and we had the biggest turn out ever.

Several of us stayed at Pete & Alison's new house on Saturday night and then we went out for a ride on Sunday morning. One or two of us got a bit worried as the roads got narrower and grass started to appear up the middle, maybe letting a RC600 lead was not a good idea! No worries we didn't end up in a disused quarry, we ended up at a café car park full of bikes. After a cuppa and some wildly exaggerated stories about our biking exploits (well mine were) it was time to get to the pub. Thirteen Gileras were in the car park by the time we opened the meeting, Nordwests, Saturnos an XRT 600 an RC600 a GFR and a 180 Runner.

Thank you to everyone who attended and also on behalf of everyone who stayed at Penn's number one guest house, may I say a big thank you to Alison and Pete for their wonderful hospitality.

Altogether a thoroughly enjoyable weekend. I had a good ride up and back through the very pleasant countryside of Oxfordshire and Staffordshire (more magic).

A while back Dick Stapley bought an XRT 600 with the intention of doing a bit of green lane riding. Now Dick is not the kind of guy who just buys a bike and rides it. It

must look right first. The back panels were cut down and an Ex-Up twin headlight unit was skilfully fitted in place of the rather ugly original square unit. A quick re-spray and it was ready to go and get dirty. Dick had some photos of their exploits including his custom paint job lying on it's side on a very muddy track! It is good that a lot of Gileras still get "used", that's what they were made for.

Gilera - The Future.

A lot is happening at Piaggio and the future for Gilera looks as if it may be rather good.

First thing is that Piaggio is being bought by Texas Pacific (TP). They are the American investment company who bought a large lump of Ducati a few years ago. Because Piaggio only had a couple of share holders it was easy for TP to buy the lot! We will have to wait and see what their intervention means to the company. I understand they are keen to allow existing plans to continue. The way companies like TP make money for their investors is to buy a company (at the right price) then give it capital to develop its full potential and then when it has become successful they sell their holding at a huge profit. This process is typically expected to offer a return on investments within ten years. It may sound a bit unfeeling and mercenary but that is business. If it means that Piaggio get the cash they need to survive and develop Gilera then it can not be a bad thing.

Piaggio have a well planned strategy and I am sure TP will be wanting to see that rush ahead at full speed. Some of that future is the development of the Gilera brand.

At the NEC this year we should see a range of Gileras including four new machines.

The "Compact" twist and go automatic motorcycle. The Coguar 125 custom and the H@K 50 trail bike and GSM 50 mini super motard. The Compact must be the

most exciting of these. It represents the beginning of something totally new, twist and go scooter technology applied to a motorcycle. Early next year we will get the 50cc two stroke using the water-cooled unit from the Runner 50. Don't knock it, a de-restricted Runner will do over 60 on the flat! Later in the year there will be a 125 and 180 versions and they should be grin factor ten.

Rumour has it that Piaggio may be aiming to go "all four stroke" and that could mean that the Runner and Compact 125 / 180 using the all new water cooled four valve "Leader" engine. The 180 is claimed to be as powerful as the current 180 two stroke so that could be fun and I am sure it won't take Malossi long to work out how to make it go really fast! It only needs an extra five or six horse power to get to 100mph. Piaggio should have a Leader engine on show at the NEC. No official statement has been made yet but I don't think a four stroke will be a bad thing.

I had hoped to be able to give you a road test report of one of the 50's but it has not arrived at Piaggio yet so maybe next time.

The other news is that Piaggio have already employed people to start developing a range of large motorcycles! I think this was supposed to be announced at the Milan show but it found its way into the press some weeks ago.

The plan is to launch three Gilera bikes in 2002. They will use Honda engines and chassis designed by Bimota. One should be a four cylinder super sports and one a large trail bike. I don't know which engines might be used but Honda do have some good products. We will have to wait and see but I think this could be rather exciting. I expect MCN will have the usual artist's impressions next week but we will have to wait a bit longer to see what they will really look like. As always: Watch this space.

Front Brake Light Switch. Northwest, RC600, GFR

A lot of Italian bikes use a common design of brake light switch, which is a round brass barrel that screws into the lever assembly. They look nice but they are not the most durable design in the world. A year or so back the manufacture redesigned the switch and the new one is much better with self cleaning contacts. Good news? Well not quite.

On the Northwest etc The switch screws into the brake lever mounting very close to the master cylinder and there is only just enough room to get the rubber boot over the switch. The new style switch is larger diameter and will not fit. The problem here is that they have stopped supplying the old style. The good news is that I have a supply of old style switches.

If you need one send me a cheque for £5 made payable to D. Champion. More recent bikes that use this switch have room for the new switch. Runner and SKP scooters use them and as far as I know they have always been supplied with the new style switch.

Talking of things for sale I still have the following:

Embroidered patches at £2.50 yellow logo on black or red.

Red base ball cap with logo in white. £2.50 one size fits all.

Red tee shirt with logo in white on left breast £ 5.00 size XL or XXL only.

Pin, rectangular with circles and Gilera name gold on red £0.50.

I still have the bits to make up one or two handlebar choke conversions for Northwest or RC 600. Call me if you are interested

Cheques to D. Champion please.

Nordwest Silencers

Bob Wright has recently received a batch of Arrow stainless steel silencers. They are not loud but they are not BSI stamped. Most MOT stations do not worry about BSI numbers providing the silencer is not too loud and I have never heard of anyone getting nicked with a sensible silencer just because it is not stamped.

A nice policeman on a BMW scrutinised my Renegade can a few months ago but he said nothing, and that is loud! And it has got through an MOT, the tester started the bike, looked at the silencer and said "ah yes that must be the original silencer" If it's original they do not have to look for after-market type-approval. You will be ok unless your can says "for race use only" on it.

David Champion

**Classic Mechanics
Show
Stafford 16/17
October**

We will be having a stand again at this show so come along and see us. Even better, if you have an interesting machine you could put on display for the weekend get in touch [£5 expenses payable !].

For Sale



Nordwest/Saturno

Yes - the secretarial Saturno has to go. Why ? - wet rot & woodworm (not in the bike !).

Built originally by John Rushworth as a modern 'cafe racer' and recently featured in 'Streetfighters' magazine. Late spec. Nordwest motor in 92 J Saturno cycle parts.

Gas-flowed head, twin Keihin CR35's = 50 BHP at the rear wheel. Inductive ignition. Elliot tachometer with 'shifter light'.

As you can see from the photo it is very shiny.

MoT to April 2000.

Some spares available.

£3250 o.n.o

Phone Pete Fisher on 01902 337626 for more details.

For Sale

NORDWEST

1994 L reg blue, good condition, 17,000km, full history and services. New chain, sprockets and tyres (hi sports) at 14,000km. Recent new battery. Workshop manual, parts list and spare alloy silencer.

£2,400

Tel. Oliver on 0171 251 5318 (please leave message if no-one in) or e-mail at: cox.bulleid@btinternet.com.

GFR

L reg. Taxed & MoT May 2000, 8000 miles, many new parts, university forces sale.

£1700 o.n.o.

Martin Woodyatt 01789 296232 (Warwickshire)



Rob Pearce's big tanked RC at the BMF Show

Owning an RC600 from new

Well almost. Bought from Bevans in Cardiff in the summer of 96 with only 980 Km on the clock the bike wasn't run in - it was almost new. Having used the bike for many journeys and to and from work I found the main fault was a small fuel tank, giving an approx range of 180/190 Km. I looked to see if an after market large tank was available but to no avail. After asking around I found a tank maker who said he would have a look at making a larger tank to fit on the original mountings. After four months he made it. The tank now filled is a total of 18 litres, giving 2 litres in reserve and approx 320 Km before reserve. If anybody wants the tank maker's address I can supply it.

After 15000 Km changed the cam belt which was easy and oil in about an hour. For most of the bike's life it has been fitted with a scottoiler and the chain after 25000 Km was due for renewal with the sprockets. Having just done that I have geared up a little. I am now running standard gearbox and 41 rear making the bike a bit better on the faster roads. Approx 4500 rpm at 70 mph. The hubs on this machine may be of Japanese origin making it easier to get rear sprockets. Same as Honda XL 250/600 is one instance but there are many applications for this sprocket with teeth numbers from 38 to 53. My sprocket and pattern sprockets supplied by Sprockets Unlimited 01386 831341, who are very helpful. I now use Regina HO gold chain, non-o-ring as I have fitted a scottoiler. So we shall see how long it lasts. I have some long journeys planned for the future.

✍ Rob Pearce

**PROVISIONAL GILERA NETWORK ACCOUNTS FOR THE
PERIOD 04/07/98 - 01/08/99
(Final accounts will be published in GeN#23)**

<i>INCOME</i>	<i>£</i>	<i>EXPENDITURE</i>	<i>£</i>
[1] Subscriptions/back issues	1319.45	Photocopying/collation	245.61
Morini Club (98 Cadwell)	302.00	Postage	271.17
Stafford Show Expenses	25.00	BMF affiliation	129.00
Bank Interest	12.89	Insurance	112.00
Bob Wright Advert	40.00	BMF Rally Stand	112.81
		Stationery	138.86
		Morini Club (98 AGM)	200.00
		Display equipment	46.01
		Stafford Show Expenses	25.00
Total	1699.34	Total	1280.46
[2] Surplus	418.88	<i>NOTES: [1] estimated figure not including income since 22/6/99</i>	
[3] Cash in bank 23/6/99	1961.95	<i>[2] estimate - see [1]</i>	
		<i>[3] latest figure available to Secretary</i>	

NORTHWEST FRONTIER

It has been a pretty quiet hill climb season for me this year what with the house move and TT trip. My first outing wasn't until May Day weekend at Oliver's Mount. I decided that the GFR might be quite fun on such a fast longish hill so I set about preparing it.

Over the winter I had repaired the bottom fairing mount, renewed all the chewed up rubber bonded nut fairing mountings and replaced the oil seal on the gear change shaft. A new expansion chamber made for a major improvement in appearance and the MoT was passed with no problem except for a warning that the rear tyre whilst well treaded was old and beginning to crack. So race preparation consisted of a new tyre (Dragon) and looking into lowering the gearing. The GFR rear sprocket would be a non-starter for making an alloy pattern

as it has steel bush pressed inserts which take the drive. Bob Wright confirmed that a 13 tooth gearbox sprocket is an option (mine was fitted with a 14) and even found me a good second hand one to give it a try.

Fitting a new gearbox sprocket is a doddle isn't it? It took me three days, an electric impact wrench, liberal use of blow torch followed by plus gas and a two foot 'breaker bar' to persuade the gearbox sprocket nut off! Anyway, the smaller sprocket made the bike noticeably easier to get moving so it was worth the effort.

The weather for the 'timed runs' was cold but dry and I managed to get the 604 down to 53.98. The GFR was very difficult to keep on the power valve and I had to 'clutch it' round the hairpin. Best run was 62.02, a few seconds ahead of several machines of four times the capacity - but 10 times the age! I also discovered that the electronic power valve was worth over ten seconds when

it failed to function after a wiring connector dropped off.

A week later saw me at Shelsley Walsh. My first ever chance of a ride at this most prestigious event (the oldest motor sport venue in the UK). The weather the day before had been awful and the course was covered in slime and mud. Strangely those of us who had never been there before went better on our first ever runs than riders who had been going there for years. The track slowly dried up by the end of the day and that situation was soon reversed. However, I did manage to break the magic 40 second barrier which I am told was no mean achievement back in the days of George Brough and 'Super Nero'. Thought I detected a bit of clutch slip up the finishing straight on one run - more of that later.

An absolutely frantic house move was followed immediately by a trip to one of my all time favourites - Gurston Down. A very pleasant Spring bank holiday weekend as usual although I couldn't better my sub 39 second time of last season. Once again one climb up the steepest part seemed to induce clutch slip but only with a hot engine - a symptom of coolant in the oil perhaps ?

No more meetings until Curborough at the end of July. Another outing for the GFR, and given an almost totally flat course with only one really slow bit I was able to keep her singing on the power valve nearly all the way round. In fact she got within 4 seconds (mid 40's) of the 604 and I really enjoyed the ride. It was one of those rare years when Barbon and Curborough are not on the same weekend and I really should have had a look at the 604 clutch before going to Barbon a week later. The GFR found this hill too steep and the final

hairpin way too tight to give a good account of itself but it was nice keeping busy with two machines to get 5 runs each in a day. The 604 was definitely suffering from clutch slip despite yet another oil change so I was half a second down on last season - that sub 30 second Barbon run still eludes me.

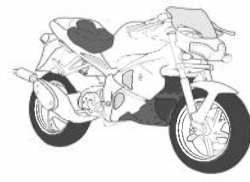
Eclipse day found me on holiday at home so I decided it was an auspicious occasion upon which to sort the clutch out. Bob Wright had supplied me with a new set of friction plates so I was gratified to find that three of the old plates had actually broken - just one clean break. I didn't get to Wiscombe because of a bout of bronchitis so the proof of the pudding had to wait for the first start at the Loton Park meeting at the end of September. Despite rotten weather over most of the country the track was virtually dry for the first practice. The clutch fed in really nicely and showed no signs of slipping up Cedar 'straight'. A sub 70 second run was proof that the overhaul had been successful. By the first timed (and still miraculously dry) run the 604 was lifting the front wheel under power out of the last corner in a way that made me realise that the clutch must have been going off for some time. A 68.86 was a personal best on the Nordie and I reckoned I could find at least another half a second. Unfortunately the threatened rain finally arrived, and not wanting to provoke my cough any more by getting cold and wet I decided to call it a day. I was unwise enough to muse to Robin Sims who had just done a personal best on his 350 KTM on how I had ever managed to put in a 67.87 run up Loton on a 350 Morini. He retorted that I had been young and stupid at the time - tempus fugit !

Pete Fisher



GILERA

Twist & Go



This is the first attempt at what possibly will be a regular feature in THE GeN, a section for the automatic twist and go Gilera's. Hopefully this section will contain material written by an increasing amount of future members owning automatic Gilera's.

Due to the increased popularity of scooters there has been growth in this sector of the tuning market. Although there has always been tuning products for the traditional Lambretta and Vespa such products for the automatic scooter up until a few years ago were scarce. Now a growing selection of various products are available with parts suitable for Gilera auto's growing rapidly.

At the moment there are two main specialist scooter tuning companies offering parts and service for the Runner. They are Taffspeed Racing based in South Wales (01633 840450) and PM Tuning based in Lancaster (01524 823900). Both companies use Malossi and in-house developed parts.

The development of tuning parts for the Runner was initiated by the 180 Cup Race series in Italy, this race series used 125 Runner's fitted with a Malossi 172cc kit (this kit was initially developed for the Piaggio Hexagon, the Hexagon dates from 1995 and has basically the same engine as the Runner 125) which on its own gives 17.5bhp at the rear wheel (a standard Runner 125 gives 14bhp and a standard 180 gives 16.5bhp both at the rear wheel). For more performance a Malossi Competition crankshaft and Malossi Competition exhaust is available but the exhaust only suits the 172 kit and to a lesser extent the standard 180 unless the porting and cylinder head is modified to Malossi spec. Due to the competition nature of the exhaust most of the power gain is in the high rev. range. A fast

road approach is provided by PM Tuning's in-house developed expansion chamber exhaust with different models available for the 125 and 180. They produce a gain in power within the engines usual rev. range negating any modifications to the gearing as needed by the Malossi competition parts. There are a few carb kits available from Taffspeed and PM they are based on a 25mm Dellorto which can be re-worked to 27mm. To make the Runner faster there are gear kits available, these just increase the final drive ratio thus turning the increase in power to a higher top speed, just fitting a gear kit to a standard Runner would make it have a higher top speed but acceleration would suffer.

A tuned Runner for the road (keeping the reliability more or less as Gilera intended) would probably have a PM Tuning PM 55 exhaust, a 25mm Dellorto carb finished off with a cylinder head from a Malossi 172 Kit if its a 180 Runner or a full Malossi 172 Kit if its a 125. Adding the Malossi head to a standard 180 Runner will increase the compression thus giving more power.

A tuned expensive Runner for the track or for very fast Road use (fast for a scooter) would probably have an extensively worked on Malossi 172 Kit, a Malossi exhaust, a bored Dellorto carb from 25mm to 27mm with carbon fibre reeds, a gear kit and a revised ignition system. The standard CDI unit on a Runner limits the engine speed to a maximum of around 8500 rpm by replacing the CDI unit together with the ignition stator, flywheel and pickups. The engine can then rev. to over 9500 rpm where the Malossi exhaust works best. This would give a competition engine of around 22 - 23bhp at 9500 rpm.

As can be seen from the previous paragraphs more power is available from the engines

used by Gilera although reliability and durability will suffer with the more involved tuning work. Taffspeed and PM Tuning are still developing tuning options for these engines and some rumours are about that around 30bhp may be possible.

Gay Cooper

FUSE EXPLANATION Runner 125 / 180

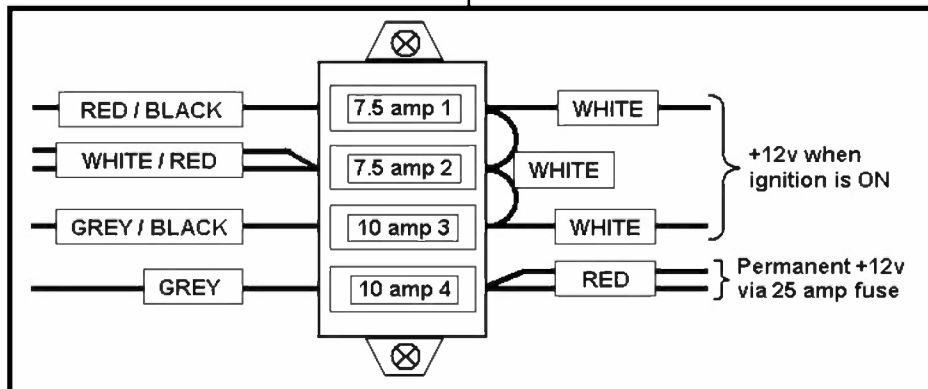
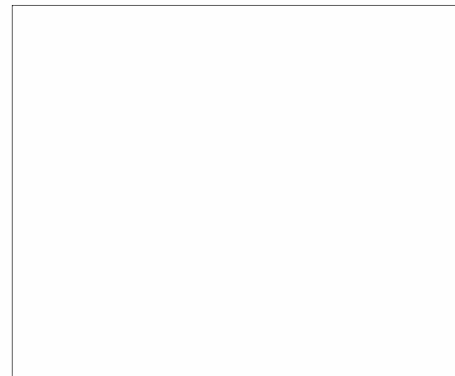
Circuits protected by each fuse.

1. Head light flasher (passing light).
2. Indicators. Brake light. Oil indicator. Electric start relay. Temp gauge. Fuel gauge. Horn. Choke.
3. Headlight relay. Town light. Rear light.
4. Both headlights.

Notes.

- Ignition circuit is completely separate and self powered. It does not have any fuses.
- The cooling fan is permanently live and is protected by the main 25 amp fuse.
- The starter motor supply is not fused.

David Champion



Press Cuttings

The name Gilera hasn't been in the news so much for ages and items about the rumoured big sports bikes and the take over by the Texas Pacific Group featured in the motorcycle press during August.

MCN saw a four cylinder Gilera as being complementary to the Ducati range and TPG keen to develop a competitor for the new MV. Alan Cathcart mused in the October Motor Cycle Sport about the fantasy of a 500 v-twin two stroke twist and go 'compact' Gilera. In the November issue he reveals that there were rival bids from American GE Capital and Canadian Bombardier. The Bombardier scenario ended quickly thankfully as it conjures up the prospect of Rotax powered Gilera singles. How often have owners of Saturnos, Nordwests or RCs had to put 'experts' straight about the provenance of the 'bialbero' motor ?

AC speculates on TPG's strategy - split Gilera off after completing the range of sports bikes already under development, or join Gilera with Ducati to produce four-cylinder machines which Ducati would never want to make ? Cathcart says that fours are Gilera's 'trademark' - yet they never produced a four for the road ! What about singles say I ? Fancy a detuned Ducati super-mono powered Saturno ?

Interesting that Cagiva have just announced a model called the 'Raptor' as I understand that this name could possibly have graced the compact. Alison looked at the photos of the new pocket-rockets through half closed graphic designer's eyes and said "yes - definitely a bird of prey feel".

So, after all the rumours I was expecting momentous announcements at the Milan show last week. Plenty of news about the

'compact' and the new four-stroke 'leader' motor for scooters, but not a word about large capacity sports bikes either Honda-powered or with a Gilera-designed unit. Could it be that the TPG take-over proposals have prompted a rethink ?

If we do hear anything I will put it on the web site news and rumours page as soon as possible.

1909 GILERA 1949

Robin Sims found me an interesting article from the 'Motor Cycling' issue of September 1 1949 - "A Gilera Comes to Town". In 1949 a Saturno was an even rarer sight on these shores than today and the privately-owned machine sighted by a journalist had to be traced by the 'usual channels' in order to arrange a road test.

The bike had been ridden the 1260 miles from Italy by the owner (Mr Calzoni) at an average of 40 mph and 63 mpg ! The Saturno featured girder forks and Gilera's own spring frame rear suspension.

John Thorpe, the tester, was greatly impressed by the power of the front brake and found it easy to reach 80 mph with "at least another 10 mph in hand". The rear wheel clung to the ground with "leech-like tenacity" with springing of the "float-on-air" variety. No tendency to deviate from line was noticeable in the steering, although, to one used to 'teles' the Saturno's girders seemed rather harsh.

The engine was multi-like in its smoothness but the exhaust note was so disconcerting that the tester hoped fervently that the police would turn a tolerant ear in his direction !

Interesting to see how much has changed in the last 50 years - and how much has stayed the same !