

Editorial

By the time you read this, there is every chance that we will have signed up our hundredth member ! The word has been reaching prospective members via all manner of routes since GeN#2. A snippet in 'Performance Bikes' found several, and thanks to 'The Internet' interest has been shown from the US and Canada.

Our meeting with Guiseppa and Shirley at the N.E.C. proved very encouraging - read David's article for more details. Some photos I brought back from my recent 'pilgrimage' to Arcore produced some interesting discussion about the status of the factory.

A new feature in this issue is 'Feedback'. This is where you will find the answers to some of the queries raised in G-Mail as well as dealer response.

The Italian Festival at Silverstone next year looks like an event not to be missed. It is not clear yet what 'use of the track' will mean. A mixture of 916's, Alfa 155's and lots of vino sounds entertaining to say the least !

Although it clashes with the Manx GP I think I will probably attend, particularly as next year a trip to the TT is on the cards. It will not only be the first year of the Gilera Network but the twentieth of the Morini Riders Club so I shall need a very good excuse if I don't go.

Thanks to a very helpful Gilera dealer near Milan, who sold me his own (genuine Gilera) workshop Nordwest flywheel puller, the tool loan scheme has started. An orderly queue has already formed including me. See page 8 for details of the scheme.

Nearly Forgot - Happy Christmas everyone !



HIGH ON GILERAS

You may have noticed on the back of GeN #2, I've moved. It's been one of those years, post Cadwell and a pranged 'Norturno' (Nordwest engined Saturno) I was kicked out of my cottage after a long standing arrangement. To compound the situation there was no work this year. Living in my Merc van was not the wonderful 'Have Gilera and van - will travel' bliss I expected, and my nineteen year old girlfriend fell for another kind of Italian. No matter, approaching 40 things began to look up. I was awarded a lovely council house for being homeless - beautiful views and peace - the benefits of rural Scotland and £18.37/week rent to boot.

Having moved to the adjacent town - I visited my new doctor, for a well person appointment, and remarked that this biking obsession seems to provide some kind of 'feel good' factor. I surmised there must be some kind of endorphine release, to which she added " Yes! People get the same from eating chocolate." Gileras being unavailable on prescription and not wanting to get fat, I traded the van for a new RC600 and a few bars of Toblerone in case the RC was some kind of disappointment. Steve Lilley was most helpful and I picked my new bike up from my old friends at Colin Appleyard's. I'd never seen the Nordwest styled RC. I needn't have worried it looked and sounded fine. Anyhow having owned two 'Nordies' (I still have the Norturno) I knew pretty much what to expect. I partly ran the bike in on the way back up from Keighly and put the final gearchanging miles on around the Perthshire hills. C & J Wilson kindly did the first service. As ever John Wilson was most helpful even though I'd bought the bike down south. Up here, I've found C & J and Eclipse Motorcycles fine when dealing with Gileras. Both shop owners come from the experienced motorcyclist slot and have been actively involved in bike sport. I think they both rue the day Gilera stopped making motorcycles and now content themselves with being Piaggio scooter dealers. Still if

that is what makes money.....
I supplied the Motul synthetic oil as this is my preference. The bike was fine save for the rear tank bolt that had been missed out. I suspect

quality control suffered as Gilera was closing down. Other niggles are the fork leg on left lock hits the tank (yet to be resolved) and the headlamp level adjusting screw was missing. I discovered this when modding my headlamp for 'left dip' as suggested in GeN #2 by Benjy Straw. A worthwhile mod I might add. From experience I checked the fan to radiator clearance. The fans were touching and had slightly flattened the radiator fins. I suggest all Nordwest, Saturno and RC owners check this. When I bought the Saturno in '92 the fan had rubbed through the radiator and resulted in a warranty claim. Other things to

Johnrc.bmp

check which seem to be normal for big singles are the front engine bolts. They have a habit of working loose as do the bottom rear subframe bolts. A Piaggio technical release states, 'cataphoresis is used on later NW and RC models to provide better finish and constant locking torque of motor chassis fixing bolts'! Another legacy of vibration and chain whip, is the rear chain guide mount has fractured it's rear lug. There are three fixing points, I think it could do with four. The Piaggio technical release also advises of a rear frame to avoid possible breakages of the rear mudguard for off road use. These are available. Part No. 10 Drawing 952702 plus fixings. Nordwest wheelie owners may be interested. It attaches to the rear subframe and number plate mounting moulding.

The bike itself is identical to the Nordwest in most

respects save for wheels, suspension, wheelbase and brakes. Ten inches of travel back and front. Six footers plus only please! No stoppies with an RC. Offroad it is a fine compromise vehicle and although not up to the enduro handling of a K LX 250 R I had, it eats fire roads with ease - two up. I find the rear suspension excellent and have had great fun exploring General Wade's old Military roads. The front is a little hard but the Kayabas will be softened for off road by a viscosity and oil quantity change. In many ways the RC is easier to live with than a NW and I'm looking forward to a 'Waxoyl Winter'. The rear Trailmax has lasted 1750m and I'm now using a 60/40 off road mix Continental Twinduro for winter. We have enough snow up here in winter to go berm riding on B roads! I'm due for another tyre change (lasted 1500m) and will get a pair of Twinduros. Springtime will probably see me on Metzler 60/40 on road mix, which although more expensive should last longer being

radials. Tyre costs - about 5p/mile compared to 10p/mile for the Norturno. Fuel is averaging 45 mpg. Apart from tyres the only other change has been a pair of Renthall trials bars. These are straighter and give more control off road and are kinder to 'Cadwell Wrist' compared to the more raked back Dominos.

Offroad the bike is front end heavy and a little steep with a lack of steering lock for nadgery bits. It could do with a slightly shorter wheelbase to encourage lofting the front wheel like the enduro version tested in Fastbikes. That model had 12" of suspension! Overall the RC is a great all round bike and to my mind leaves Honda Dominators, Teneres etc. standing, particularly in the value for money dept. - if it takes your fancy, rush down to Lilleys and see if there are any left.

The scanned piccie is probably the first Gilera on top of a Munro - 3,000 feet and eating sandwiches with the eagles. Who needs chocolate? - Yours 'High on Gileras'.

✠ John Rushworth

OUR VISIT TO THE SHOW

It's pouring with rain and it seems to be dark an awful lot.... it must be November, that means it is time for the annual pilgrimage to that group of warehouses east of Birmingham which we know as the National Exhibition Centre. For some strange reason it was not raining on the M40 and there was only about five miles of stationary traffic to get through by the Warwick exit so it was a pretty good ride. NFC charge £2.50 to park the bike but they do operate a security system which should mean nobody has to walk home, so money well spent I think, unlike the cloak room who charged me £1 to look after my crash helmet, that has to be a rip off.

The show? Well much like usual.... you know,

loads of tents made from Meccano and people trying to sell you cheap gloves (I bought a pair). The Triumph Thunderbird looks good and so does the MZ Kobra but one thing was very sad, NO GILERAS. Piaggio were very much there with some impressive looking scooters, Pete Fisher and I were invited to meet with Piaggio UK managing director Giuseppe Tranchina and press/PR officer Shirley Patterson. Now that may not sound like a big deal but how many U.K. importers' Managing Directors can be bothered to make time to meet the local owners club?

Giuseppe is a very likeable and obviously determined person who I think I can best describe as an Italian gentleman. He was very keen to talk to us because he still sees Gilera as an important part of Piaggio and although they no longer make a bike with the name on the tank they still want to do everything they can to support a very important part of Italian motorcycle history. Giuseppe started riding Gileras as a teenager and still has a real soft spot for them, he was obviously sad that the decision had been made to end production, I think that affection will ensure that if they can help they will and we will not be forgotten in the future.

There was no exciting news about new bikes but we were filled in on the spares situation. The Arcore factory had a very strong union and many local people had a long connection with Gilera so there was a lot of ill feeling when the closure was announced. There is still a picket at the factory gates today and many people feel betrayed. Although the factory is still making spares there have been cases of sabotage and non cooperation in the past which have meant shortages of some parts from time to time. Piaggio in this country are working with

Fowlers to make the spares supply fast and efficient. They have to do this for the current scooter range if they are going to be successful, so if the system is there a few Gilera parts is not a big effort.

Shirley expressed concern about complaints which they have received and we have published regarding the poor service some customers have had. Most Gilera owners are happy with their bikes and the service they get from local dealers, but we never make a big deal out of being satisfied, people like to know if they are doing a good job so please write and let us know if you have have a good dealer and are happy with him and your bike. If on the other hand you have a problem go to your dealer and if you think he is unhelpful tell him so (do not start a row or hit him please), then if you can not resolve the problem phone or write to Benji Straw at Piaggio. Benji is in charge of customer service and has an impressive first hand technical knowledge of the recent Gilera models. They want to help but you need to tell them there is a problem before they can do anything about it, so do not just grumble to your mates, give Piaggio a chance to help.

Walking around the show I was saddened to see how well other people are doing in the Gilera niche market, the MZ Skorpion is selling well as a single seater and a two seat sports tourer, Norman Hyde is offering a Rotax powered Saturno lookalike for £10,000, that's twice the price Saturnos were sold for. Cagiva have just launched a 600 single roadster and Aprilia have announced they are to do the same in the new year. BMW are doing well with the Funduro. Ducati are still threatening a road version of the Supermono and I bet it will not be long before we see another selection of Japanese efforts at "European" style big singles. A lot of people think it is worth spending time and money to get into the big singles market, what a shame Piaggio could not be bothered to continue with what they already had. Ah well, at least they have not scrapped the factory or sold the name so who knows maybe they are just regrouping. We were told that the R&D department is working on a three year project which could include more than scooters but I do not think I will hold my breath. One thing I am sure of is that Italian pride and respect for their heritage will not let a name as important as Gilera disappear for ever.

AN ITALIAN BIKE RALLY IN BELGIUM

Part two in our exciting two part series begins as our hero leaves the Euro Demo in Paris and speeds north late on Saturday afternoon to attend a rally somewhere in Belgium. Now read on.....

Heat! God it's hot, the temperature gauge had only one way to go and there was no way I could go fast enough round the Perferique to make any difference. All I had to do was find the N17 or the A1/E15, yes there is the A1 now all I need is a sign for the N17 but no sign comes and I end up having to use the motorway to escape Paris and pay a whole six francs for the pleasure. Even at 70mph in the countryside the heat is not much better but the temperature gauge has finally come out of the red.

The N17 is a pleasant road and I make good progress as I get further north the wind begins to increase, it is blowing a gale by the time I get to the rally in a small town called Langemark near Ieper, I am greeted like an old friend, probably because I am an old friend of several members of the Italian Motorcycle Club of Belgium and I have been to Langemark for the last three years.

Now this may be hard to believe but in other countries people actually like bikers and enjoy having bike rallies in their town. Indeed this rally is right in the middle of town at the modern sports centre. We camp on the playing field and one sports hall is used as a canteen and for the Saturday night dance, the other hall has a superb exhibition of Italian bikes old and new. Local shops have made displays, one includes the new 650 Laverda which Britain will not see for several months. The I.M.O.C. have created effective street scenes with old Guzzis etc in them. during Saturday afternoon the club take people (those who want to go) on a well organised run along canals and through the local countryside. A couple of bands play better than average rock music at the dance in the evening. One band called "Give Buzz" are big in Belgium and fans turn up just to see them. People force me to stay up late and drink beer before I am allowed to go to bed.

The innovative dual-engined
Zip & Zip

Sunday starts slowly with help from black coffee, we sit around quietly constructing a coherent image of last night, it begins to look as if we had a good time. The local vintage bike club are having a run which is starting from the rally so it is very busy with loads of wonderful old bikes arriving. A lot of townsfolk turn out to look at the bikes, have a chat and enjoy the non-stop barbeque, what a good atmosphere. There is another Saturno at the rally, owned by a German woman who is returning from a tour of Scotland with her boyfriend who is riding a modern Ducati. The German spec Saturno engine is somewhat detuned with a more restricted exhaust and carb rejetted to suit. She says it runs out of steam a long time before the red line. Another woman in their club has an original unrestricted Saturno (with a numbered certificate and all) which goes like a rocket by comparison. They intend to derestrict the engine and she is looking forward to enjoying its full potential.

Pia Turner, one of the British contingent, expressed an interest in getting a Saturno. I was able to put her in touch with one that was for sale when we got home (that's what the Network is for). How are you getting on with it Pia?

Time passes effortlessly and all too soon it is late afternoon, tents are packed, goodbyes are said and I head for Calais. By ten I am home tired and happy, knowing exactly why I ride a bike.

Three days, 600 miles, a couple of countries, two very different events, a red Gilera and me, I am glad I was there.

The Gilera had run faultlessly of course and despite spending several hours with the temperature gauge in the red it had not boiled and had not used more than a spoon full of oil. I have had that bike for three and half years and it still surprises me particularly on longer trips just how much fun it can be.

The next big Euro Demo will not happen until 1996 but the Langemark rally should take place over the weekend of 17,18,19 June. If you fancy trying a foreign rally this is a good one. The rally is small and friendly. It's only about 50 miles from Calais or 25 miles from Ostende. Facilities on the site are excellent and because it is in the town there are bars and restaurants

within a couple of minute's walk. Plenty happens on site but if you prefer there is a lot of first world war history in this area and Leper is only a few miles away. If you want to stay on for a couple of days, Gent is an interesting town and Brugge deserves a week all to itself, it has canals, churches, museums, excellent shops and more lace than they know what to do with.

MOTO ITALIA

In the last issue of the GeN we had encouraging news about the commitment Moto Italia were making to support Gilera. Well a lot can happen in three months and I am sorry to have to tell you that other financial commitments have meant Moto Italia will no longer be able to offer a large Gilera spares holding but they are still there and will be delighted to offer servicing and repair work for Gileras.

DON'T PANIC

Spares are available from several places and the supply situation is improving all the time.

FOWLERS OF BRISTOL

Are the UK spares distributor and will deal with you direct by mail order.

FOWLERS OF BRISTOL
Telephone: 0117 9770466

BOB WRIGHT MOTORCYCLES

Are very much committed to Gilera spares and service, they have many years of practical experience. So what ever you need give them a call

BOB WRIGHT MOTORCYCLES
4 ORCHARD STREET, WESTON-SUPER-MARE, AVON, BS23 1RQ.
Telephone: 0934 413847

JACK LILLEY MOTORCYCLES

Have new Nordwest and RC600 available. They also offer spares and repairs, and they have 15 tooth sprockets in stock.

JACK LILLEY MOTORCYCLES
109-113 HIGH STREET, SHEPPERTON, MIDDXX..
Telephone: 0932 22457/246055

1995 ADVANCE PLANNING

Time to start planning what you will be doing and where you will be going during next year. Here are a few events you may want to put in your diary.

ISLE of MAN. T.T. races. May 29 - June 9

If you want to go you should book your ferry during January and if you want a guest house book now, there is plenty of camping. We would like to know if you are going because we hope to organise a Gilera meeting. Phone numbers you need are IOM Tourism: 01624 661930, IOM Accommodation: 01624 686766.

BELGIUM. Italian Motorcycle Rally, Langemark, nr. Leper. June 17-19

Details of this are elsewhere in this issue. I am planning on going to this one and if enough of us go we could win the club award so how about it. You only need a long weekend away, give David a call.

CZECH REPUBLIC. International Four Stroke Rally. July 2-6

I can not recommend this one highly enough, you will need two weeks and a tent for this trip, two or three days each way. Expect to cover about 2000 miles by the time you get back to London. I am also planning on going to this one so if you are interested give David a call, we could go together or I can give you some information.

SILVERSTONE. IMOC ITALIA '95. AUGUST 26-28

The Italian Motorcycle Owners Club are organising an Italian extravaganza at Silverstone. The Gilera Network will be there so please come along. It should be an amazing bank holiday weekend. The event will be widely publicised and a large turnout can be expected. There will be Italian trade stands of all sorts: bikes, cars, wine, tourist agencies etc. Club displays. Evening entertainment on Saturday and Sunday. As a

member of a participating club you will be able to use the track on Saturday and Sunday and the network will be awarding trophies for the best Gilera and the furthest travelled Gilera. The cost has yet to be finalised but should be about £10 including camping (what a bargain).

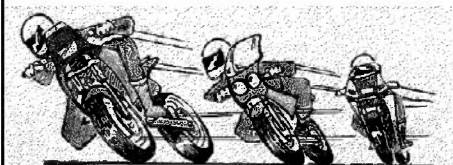
Gilera is an old and important marque so please bring your bike along and help us put on a display that befits a name with over ninety years of motorcycle manufacture behind it. How many Gileras can we line up? Lets make sure that nobody forgets the name in a hurry. If you would like to help us with the running this one please call Peter or David.

CHRISTMAS SHOPPING

It is that time of the year when people ask you what present you would like, so here are a few ideas.

MOTORCYCLE LEATHERS. We may as well start at the top, expense-wise.

If you want really good leathers it is best to get them made to measure. GeN can personally recommend "MW Leathers", they are best known for racing leathers but they make anything to order and have over 30 years experience. As a guide a two piece touring suit with two zip-in linings cost me £625 (including life time guarantee) this year and that's cheaper than inferior looking off-the-peg suits I looked at. Expect to wait about 4-6 weeks for it to be made. (Can't actually report on the abrasion resistance and armour of my racing suit yet fortunately - but an excellent fit! - Ed.)



GOLDTOP waterproof leather gloves as the

best. Well the good news is that these police issue gloves can be bought for only £45.

SILVERMANS, 2 Harford Street, Mile End, London, E1 4PS. 071-790-5257 call them for a free catalogue, loads of bargains.

BOOKS. Not too many to choose from, but: "Gilera Road Racers" by fellow GeN member Raymond Ainscoe is an informative book telling the story of racing Gileras going back almost to the start of this century and ending with the development and success of the four cylinder engine that paved the way for all the inline fours that were to come from Italy and then Japan. To order this from your book shop give the following details: Title: "Gilera Road Racers". Author: Raymond Ainscoe. Publisher: Osprey Publishing Limited, Great Britain, 1987. ISBN 0-85045-675-4. Price: Who knows: I got it in the bargain bookshop for £4-95. (Sorry Raymond.)

There are other Gilera books in print but only with Italian text, If you can understand Italian, check shops like Foyles or MotorBooks, for a book on the old Saturno or a £40 definitive history that goes up to the early eighties.

A lot of shops sell books of tear out postcards and the book of motorbikes has TWO Saturno cards in it..

✠ David Champion

Tool loan scheme

Following a partially successful quest for (amongst other things) special tools. A Nordwest flywheel puller (genuine Gilera !) is now available on loan from the Secretary.

There is no charge for this service other than payment for recorded deliver postage both ways when you return it, but the opportunity to order some stickers and a badge or poster at the same time would not come amiss ! Most Saturno owners seem to be self sufficient, but let me know if this is not the case. Has any brave soul had to tear in to the vitals of a GFR enough yet to know what special tools are really required ?

John Rushworth priced some other tools for the 350/500/600 4 stroke "a few years ago".
Camshaft pulley blocking tool -19.1.20504 : £25.78 , Drive Gear blocking tool-19.1.20515 : £23.18, Timing gear drive puller -19.1.20514 : £70.15

Apparently, a length of old cam belt and a pair of mole grips will do the trick for removing cam wheels, although this is not necessary simply to remove valves etc.

✠ Pete Fisher

'G - Mail'

☞ Chris Doherty

....To be fair to Lilley's, they have recieved about every permutation on Nordwest panels except the right one. I actually witnessed the delivery of a new panel for me last time I called in there (September ? Ed.) ... Wrong side !!!! For what it's worth, the part numbers vary with the colour. This may not be obvious from a parts list, so beware. (See 'Feedback' - Ed.)

On a different subject, does anyone know of any luggage designed for a Nordwest ? A friend of mine in Milan seems to think that there is some available but Givi in this country say that they know of nothing. I suppose that anybody who fancies touring on a Nordwest needs their head seeing to. Probably anyone who actually tries it will need attention to the other end !! (See 'Postcard from Arcore - Ed.!!)

☞ Gary Menzies

Regarding my mate Pip Taylors letter in The GeN 2, he kindly agreed to transport me on the back of his Nordwest to the good people of Robert Bevan & Sons (hello Loretta) from whom I had recently acquired possibly the last new Nordwest in the country. How can this bike turn a respectably married man into a raving loony with a death wish ?

My Y fronts are testimony to the way he was "running in" his bike, especially on the run down the Rhonda valley into Cardiff. Whaheey ! P.S. I don't do dime bars.

☞ I Robinson

I have had my Saturno for 3 years. No trouble except a fault with the front brake light switch. Can anyone tell me how to get it to work longer than 1 week or 20 or so operations. Taking it to pieces and putting it back together ensures that it works for a week then off it goes. I am at a loss to find an explanation. Any ideas because all the

moving parts and switch appear O.K.

☞ Ian Gray

Thanks for sending me the GeN#2 newsletter. I found it a very interesting read and that a few members had the same problems with their Nordwests as I did (which was comforting). Anyway, I thought I would send you a few pics, you might like to put them in GeN#3. Had some fantastic fun that day, totally melted my rear Hi-sport. Nordwests are so much fun. See Page 22 !

☞ Claudia Cruttwell

It was good to meet you and the others at the Inaugural Meeting. I'm only sorry I missed the track day. Next year I'll be there for sure.

I like the idea of a Spring meeting. I can't think of any better venues to add to your suggestions. However, the important thing, as far as I'm concerned, is to be sure of being able to spend time just chatting to people. It's rare to get to speak to other Gilera owners and to compare notes etc. (At the moment I'm interested in information on tuning/fitting a race conversion to the Saturno - is Ian Calvert going to tell his story ?) Therefore, I just wonder exactly where and when we would meet if it were to be at the Superbikes and whether the racing itself would restrict our time too much. (Over to you Ian ! If anyone else can help with tuning it has to be Frigerio - see page 21 - Ed.)

☞ William Yasui

Via 'The Internet' !

When I came across your message in rec.motorcycles for "The Gilera Network" it was as if I came across an oasis in an enthusiast's desert. By all means, let the Network go international ! I'm very much into Gileras which are extremely rare here in Canada as they stopped importing in the late 60's. I belong to the canadian Vintage Motorcycle Gropup and I believe that I have seen only one other member listing a Gilera on the roster.

As you can imagine getting parts or information

for Gileras in Canada is almost impossible and any contacts are very much appreciated. None of my Gileras are roadworthy yet but it hasn't dampened my enthusiasm.

I currently own:

1958 Gilera 175 Rossa Extra - low milage, but missing some key parts and needing complete restoration.

1965,1966 and 1968(?) Sears 106SS - these were bored out versions of the European 98cc model imported by the Sears department Stores here in Canada and the United States; these three are in various states of disrepair - one will be restored to original, one done as a cafe special and one off-road.

1981 Gilera 125 motocrosser - this bike should be arriving today after a long and involved trip from California; this is a factory MX racer sent to the west coast of the U.S. and raced unsuccessfully - bike comes with complete set of spares (but no technical/seroide info!)

I am also looking at buying a 1960's Gilera 124 sport from the president of the Sears Moto Club and should be picking up from the States next spring.

I look forward to hearing from you and other Gilera lovers - as I need lots of help and encouragement !

EMAIL: YOSH@PR.UOGUELPH.CA

☞ Van Tran

I've owned a N.W. for just over a year now, and have had great fun, although there have been a number of irritating faults. Eg.: poor finish; worn out chain and front sprocket by 7000 Kms. Worse was the time my starter motor came loose from the crankcase after a thrash - I nipped up the 4 vertical allen bolts (carefully)-the casting bosses split!! - A dealer said "there must have been a casting fault".. However the bike was out of warranty. A little araldite cured it.

Having decided to replace the sprockets, I was told there were none in the U.K. I hope Piaggio get their act together. Fortunately B&C can supply pattern rear sprockets & 14T front ones. Jack Lilley's are supplying 15T pattern gearbox sprocket - all of these are cheaper than genuine. How good they are remains to be seen. Finally, instead of buying another 'quick rust'

silencer I've had a stainless replacement made. Loud(er) but good ! (and cheaper than a genuine Gilera part). By the way, the tip in 'The GeN' regarding the rear engine bolt seizing was just in time ! Thanks, a future problem averted. By the way, are slightly weeping fork seals common ? - I've always had a problem, but it never gets any worse. (do seem to be a weak point - Ed.)

Having said all this, its the best bike I've ever had, I've owned British twins, Jap singles, Moto Guzzi 850's & a Laverda 750 - all with their endearing qualities but none as much fun as the Gilera. P.S. does anyone know the Gilera N.W. owner whose bike was at Mallory Race of the Year. It has a 2 into 1 into 2 exhaust & apparently was tuned by Stan Stephens. (Sounds like Nigel "Stoppie" Windys - Ed.)

☞ Geoff Dawson

Firstly, suggestions for an outing:-

- Weekend trip to Holland via North Sea Ferries to catch up with the Tulip Fields, Madursdam or whatever. Meeting, if required could possibly be arranged in a quiet 'Kroeg'. Toen je nederlands praal, is dir geen probleem ?
- Oliver's Mount - Early season or Mid season meeting, possibly with the Italian Owner's Club ?

Questions/Irritants

(i) Changed rear tyre @ 5000Km (Cost £112 + fitting). That was bad enough but rear wheel bearing needed greasing - apparently said commodity appears to be at a premium in Italy ! Have other members found similar problems ? What about front wheel/steering head races etc.

(ii) Front tyre @ 10500 Km and is still OK ! (approx 1.5 to 2.5 mm over tread pattern).

(iii) 8000 Km service - costs approx £100, is this standard ?

(iv) Air filter was not changed - but cleaned (?) and replaced.

(v) Chains - how long do they last and what is a reasonable replacement.

(vi) Does anybody have information to quantify the benefits of 14 to 15 tooth sprockets viz better m.p.g. NB 14 tooth equates to 4900 rpm @ 70 mph. Top speed seems to be approx 105 mph. Average petrol consumption over 10500 Km = 61 mpg.

(vii) Has anybody mixed Pirelli Wets or Dragon on the front with Hi-Sports on the rear ? If so, what was the result ?

(viii) Before attempting to remove the rear engine bolt, is support needed under the engine ?

☞ Michael Walker

...the only problems I've had (or heard of from other owners) have been a popped fork seal and a seized chain adjusting bolt (snapped off - drilled out and re-tapped to 7mm original size although 8mm bolts are more easily available).

I would appreciate hearing from anyone on advice for setting up the forks to suit my 12 stone (weight of oil, types of fork seals, amount of oil etc.).

My Norwest is standard apart from graphics - the 'electric start' and 'round the world' stickers have been binned and the '600 4 valve' stickers from the RC600 now grace the side panels - this, I think, definitely improves the looks. Could you recommend any touch-up paint to cover stone chips (dark blue)?

One of the best feelings of the Nordwest (I'm sure you'll agree) is getting up the nose of bigger and more powerful bikes on the right roads. One of my more favourite routes, ideal for this sort of activity is over the North Pennines and Middleton-in-Teesdale which is all twisty 'A' & 'B' roads. These roads are all within easy reach of the Manchester/York/Lakes area (as well as Newcastle !) for a good 150 mile, Sunday afternoon blast. Anyone up this neck of the woods, I would only too gladly advise them of routes/places to see if they drop me a line.

The Nordwest is stripped down for the winter now, but I'm looking forward to spring and hopefully a track day outing and meeting other like-minded individuals.

☞ Pip Taylor

My Nordwest now "run-in" - wow! brilliant or what !? Only one incident/experience to relate which some members may find useful/amusing.

Unfortunately I picked-up a rear wheel puncture, and after being quoted £45 for a paddock-stand at my local dealer (i.e. Wylie and Holland, Wellington) I decided to improvise by resting the bike on top of a plastic despatch box from

work. After levering the bike somewhat teetering on to the box I managed to withdraw the spindle and remove the rear wheel OK. After having the puncture repaired for the princely sum of £14 at the already mentioned dealers I proceeded to replace the wheel. This proved to be non-too-easy as I had to keep the cush-drive washers from frequently falling out whilst waggling the disc between the brake pad assembly. With the aid of Vaseline and a final wagggle the wheel went into place only to be followed by the sight of the bike toppling off the box and falling sickeningly against the garage wall. "Oh ! dear !! " I exclaimed ? Well the upshot was one snapped off clutch lever and one smashed wing mirror. It could have been worse I guess. Anyway this brings me to my first point:- that of splendid customer-service from "Robert Bevan and Son" of 29/33, Castle Street, Cardiff. This extremely helpful and friendly firm, from whom I originally purchased my bike earlier this year, now leapt to the rescue by contacting the spares department only to find the items:- "not in stock - necessitating ordering from Italy - e.t.a. unknown". Undaunted, they immediately volunteered to supply my much needed bits from their own Nordwest demonstrator. I duly received them by first-class parcel post within a couple of days. Excellent service I'm sure you will all agree ? However the cost of the paddock stand would have been a small price to pay on reflection since they are essential equipment to Nordwest owners. Can anyone beat £45 for a paddock stand ?

My second point is that I also experienced not only rear disc and caliper binding as mentioned by Bob Dysart but also the rear wheel severely binding when tightening the wheel nut/spindle assembly. Presumably I replaced the spacer washer incorrectly and over-tightened the wheel nuts, not having a torque wrench. I have now reversed the spacer washer presumably correctly and only tightened the wheel enough to revolve fairly freely. I am about to buy a torque-wrench this pay-day. Once again essential Nordwest equipment I guess !

☞ Ian Beattie

The 'Nurdy' has now done 5K.K and it looks as if I am going to put it to "bed" for the winter months. As I have told you before, about repairing the cracks in the bodywork, I was recently visited

at work by the LOCTITE rep, and I asked about repairing the bodywork cracks, he told me about the possibility of using "industrial" Superglue and a photographic film negative. The theory goes that you use a small amount of superglue in the crack and then glue a film negative over the crack on the inside of the body work to give it strength. I have not tried this yet (WINTER PROJECT) but when I do I will tell you the results. I have tried the Soldering Iron trick, and really I have had mixed fortunes, but is quite effective (one of the fractures re-fractured after "repairing" it witha Soldering Iron).

I think that I have found a partial solution to the rusting exhaust pipes, the front section on my Nordy ('94 PLUM/PURPLE-WHITE) it appears to ordinary steel header pipes with a very thin coat of "black chrome". What I have done is used the old favourite solvol autosol metal polish and a very fine emery paper, this has removed the thin coat of "black chrome" or whatever it was, and left a polished steel finish, the only problem is that they now seem to rust even quicker, but after 1/2 hour "polish" with the emery they are as they were before.

As you know, the Michelin HiSport radials didn't last too long with me, and I replaced them with A compound Hi-Sports. These are lasting quite well up to now and as you can imagine there is plenty of grip. I think the obvious reason for them lasting better is cooler autumn weather, they are running a lot cooler than they were in mid-summer (obviously).

Finally I think Mick Noblett's top ten position in this years T.T. is a remarkable achievement. I met Mick at the dealers where I bought my Nordy the week before practice week, and he'd only just got the machine running properly - let alone set up, and when you consider that most of the other top ten had competed from the beginning of the season, and visited places like the North West 200, which would have helped them to set the bike up, it brings it home what a real achievement for man and machine. Step forward that man and take a bow!

By the way the dealer was Vin Cunningham at Darwen in Lancashire, who up to now have been very helpful and informative, and are real enthusiasts as well. Well worth a mention.

Thank you for all the complimentary

comments I have received about the GeN. An editor's life is made much easier when they have contributors as enthusiastic and articulate as you lot. The Network would not exist without the hard work of David and John, and the support given by Piaggio particular Shirley Pattison, but ultimately, as they used to say on 'The Good Old Days', the GeN's high standard is down to "chiefly yourselves". Keep the letters coming. What has happened to all the GFRs - have they all seized up? Let us know !

❖ Pete Fisher

MEMBERSHIP LIST

Enclosed with this issue you should have received a copy of the Membership List. If you didn't send back your questionnaire I have assumed that you want only your name, machine type and area to appear in any future list. If you reconsider let me know. Those who do not want their details kept on computer naturally do not appear on the list. Very recent members have been given default information. Send back your details and I can issue an 'addendum' with GeN#4.

As you will see the main body of the list is in name order. The appendix has a list grouped by 'area' - looks as if there is some potential for get-togethers in London, the North West and the Midlands. Any volunteers prepared to find a venue ? IMOC meetings could make a natural starting point - see GeN#2.

The 'areas of expertise' entries proved amusing. Anyone who can advise on 'faults and fixes', tyre suitability, suspension mods., tuning etc. is an 'expert' in my book - don't be shy !

Editorial '2'

I am pleased to announce that the Gilera Network now has an Honorary President. John Rushworth persuaded Bob McIntyre's daughter Eleanor to take on this role.

four.bmp

Gilera 4 - Milan Science Museum

Just in case there is anyone who did not know out there, Bob Mac set the first ever 100 mph lap of the TT course on a Gilera Four in 1957. Eleanor is heavily involved in Motorcycle sport in Scotland and we are honoured to have her as our President.

Also, please note the RC600 on the cover. You can stop threatening me now Vince, John and Phil !

❖ Pete Fisher

USEFUL GEN

Changing the Cambelt

Dave Morris having recently changed the belt on his Nordwest writes:

.. David's article in GeN#2 was more help than the Manual. However there are a couple of variations which I found while doing the job which may be worth noting.

1. 4 screws on alternator cover not 3 as stated.
- 2.. The sprocket cover and geralever should also be removed.
- 3 On my Nordwest it was impossible to remove the alternator without removing the ignition pick-up, as the steel weight riveted on to the alternator rotor is of a greater diameter than the rotor.
4. I may just be lucky but I have 4 washers behind the rotor.

SATURNO HOLIDAY

If you have a copy of the Michelin Mini-Atlas of France, turn to pages 46 and 47. Every road on these pages is bendy in the extreme and this alone was what decided me to go there. It's not that I'm insensitive to the 'finer' things in France, being a regular visitor by car. But this time I had the Saturno to consider and, as we all know, Saturnos love bends.

Pages 46 and 47, it turns out, embrace the eastern

reaches of the Dordogne and the western beginnings of the Massif Central. I found a house to rent outside the medieval village of St Cyprien. Geoff brought along his 750SS and our friends, Karen and Charlie, brought their 600 Monstro and 1000 Le Mans.

It was my Saturno's first sojourn across the sea since he - mine is a 'he' - originally came to England. Geoff carried most of our luggage, but staying in one house meant we could ride unloaded for two weeks once we'd arrived....And so, our first full day, it was straight down to business and a manic blast down the 'D' road from Gourdon to Fumel. I think the devil took complete possession of me from the very first bend. And there were no straights at all! When we eventually stopped for a cool drink, we sat out on the pavement gasping and gibbering and were warned not to keep shouting shit (the French for hashish) so loudly as we'd more than likely get arrested by

the Gendarmerie.

Those first two weeks of September started out very hot but deteriorated towards the end. The worst of it was how surprisingly quickly and dramatically the weather would change. I have photographs of bright, cloudless skies which, an hour or so later, turned stormy black.

The roads, in the event, also turned out to be variable. The surfaces would swap from race-track smooth to green-lane bouncy, without warning, rhyme or reason. The best roads were those which descended into some of the larger towns, such as Cahors and Figeac, winding around the mountains in wide, smooth esses. Otherwise, the smaller roads proved too unmanageable for Charlie's Le Mans - the Saturno coming off the best of all four bikes thanks to its fantastic lightness. I got told off,

more than once, for what the others thought must be reckless riding because they couldn't match their bikes to mine over the bumps and tight turns. Excuses, excuses.

The Saturno got filthy and clocked up 3,888 kilometres (2,430 miles), making it 32,500 in total now. When I bought him two years ago, he had only 6,500. But this is a bike that was meant to be ridden, if ever there was one. Its irrefutable beauty must always be secondary to its immense rideability. And despite being the least likely tourer of our group, I suffered the least discomfort long-distance and got the most economical fuel consumption. No problems reliability-wise either and nothing dropped off this time!

Other bikers were friendly and even the police, whom we found difficult to tell apart, returned our ingenious waves as we rode past breaking the limits. An Englishman on a ZXR750 recommended stopping off at the Circuit de Carole, just outside Paris, on the way home. The rain prevented us, but he explained that it's a track purpose built for motorbikes and for a nominal sum you can ride around it weekday afternoons. One to remember. In Paris, motorcyclists diving in and out of the traffic still find the time to jiggle a foot at you!

I'd recommend this part of France for reasons other than the roads - the scenery, history and, of course, the food and the booze (crepes and armagnac in particular). But going abroad on a Saturno - anywhere with emptier, twistier roads - is to be recommended. Next year, maybe Italy? When it rains, or when the road is very long and straight, I sing Puccini operas to my bike to console him. I think he deserves a visit to his homeland. So now, I just need to get hold of a Michelin Mini-Atlas of Italy and take a look at pages 46 and 47.

✠ Claudia Cruttwell

RC600 v. Nordwest

I thought I'd write to you about my impressions of the RC600, as I bought a new one this year for the ridiculously low price of £3500 from Jack Lilley Motorcycles. I already own a NordWest which I bought last year, and spent a few agonising nights thinking over whether I really needed another bike (strictly speaking, no), but curiosity got the better of me, so my bank account was just about emptied to pay for the RC600, but I don't regret it.

Most of your readers will know that the NordWest was derived from the RC600 and so I've listed the main differences below.

	RC600	NordWest
Wheelbase	1510mm	1415mm
Max Length	2230	2070
Max Width	850	800
Max Height	1230	1180
Dry Weight	141 Kg	141 Kg

(without electric start)

The RC600 has 21" and 17" spoked wheels shod with Dunlop Trailmax tyres - fine on the road but hardly better than any other road tyre in the mud. However low speed manoeuvring and balance is better on the Rc600 on both the street and rough ground compared to the Nordwest. Obviously the braking and tyre grip on the RC600 are not up to Nordwest standards but are perfectly adequate for a large trail bike. The RC600 has non-adjustable Kayaba front forks, 43 mm diameter (41 mm Nordwest) with 240mm stem stroke (150mm Nordwest). These are much better than the Nordwest's Paioli's and don't dive under braking. The front end is also stable at all speeds on tarmac. Rear suspension on both bikes is Böge monoshock with 150mm wheel stroke in the Nordwest and 260mm on the RC600, which also

has adjustable damping if you want to go off-road.

Nordwest's seat height enables me to get both feet flat on the ground (32" inside leg), but the RC600 requires me to use the balls of my feet at rest - so anyone with short legs will have problems. RC600 arguably looks taller and meaner with the increased gap between tyre and chassis at the rear - available in Red + Blue colours, which are not quite as pleasing as '93 NordWest's two-tone blue, but OK. Seat slope is less on RC600, but bars are approx 2" wider and steering lock is more generous than NordWest, which contributes to improved manoeuvrability at low speeds. Mirrors still crap - have removed them from both bikes - and large 'RC' sticker on tank peeled off with heat from engine, so these were also removed permanently.

I am still puzzled about the engine on the RC600. According to the manuals both bikes have identical engines and gearing, including gearbox and rear-wheel sprockets. RC600 on standard gearing will do a steady 80 mph at 6000 rpm in

faraoni.bmp

For all you RC fans - here is a Rally dei Faraoni class winner currently being renovated by Frigerio !

top and will just about manage an indicated 100 mph top speed at 7,500 rpm. I recall the NordWest on standard gearing would do an indicated 110 mph at similar revs, and with the 15 tooth sprocket will cruise at 90 mph/6000 rpm

or an indicated top speed of between 110 and 115 mph depending on conditions, at about 7200-7300 rpm. Can tyre grip and reduced frontal area make this much difference? However, the RC600 feels better at bumbling along in slow traffic, and I would suspect that the gearing is lower if the manual didn't suggest otherwise. Really, there is little to pick between the two bikes - NordWest is faster, with better brakes and tyres, but is just a road bike and costs more. The RC600 has much better suspension, handles better at low speeds and is of course cheaper; with the added advantage of being able to go off-road with the correct tyres fitted. It also has a proper metal bash plate unlike the NordWest's plastic item. As a complete package, I think the RC600 is the better bike, as the engine/frame/suspension/tyres/brakes are all well matched, whereas the NordWest really needs a snorting 60+ bhp 650 cc single engine to drive it to the limits of its capabilities, but it's still a marvellous bike with an exciting engine. I hope I won't have to sell either in the near future.

I hope that these facts may be useful to anyone contemplating an RC600. Does anyone out there have the RC600R enduro?

✠ Phil Adams

FAULTS AND FIXES

Well - more of a get you home dodge really! If your Nordwest starts to shed a front indicator - stop. But, if like me you think it will make it into the motorway services and it doesn't, the bottom rear cam belt cover socket head screw is a perfect replacement for the indicator mounting screw!

✠ Pete Fisher

'Feedback'

Dealer Response

Steve Lilley kindly contacted me to respond to Chris Doherty's letter in GeN#2. As Chris confirms in this issue, the problem was mainly due to difficulties in establishing correct part numbers following the factory closure. Steve tells me that Fowlers are trying hard to sort out the stock control system and he thinks the situation has improved since our meeting with Giuseppe at the NEC.

He also pointed out that Ray Webb's Nordwest with a leaking gasket was not supplied by him and says that the head bolt torque is a very important PDI item!

15 tooth pattern sprockets are now available from him at £22.99 including VAT.

② Pete Fisher

Dr. John's Answers

Answer to Ian Carr Gen #2

Have had no definitive answer as to whether 500/558 singles can run on unleaded. Manuals state octane to be equal to or greater than 96. Shell unleaded min is 95 octane, super unleaded 98 and leaded 97.

Answer to Simon Mason GeN #2

I know it's no good to you now and sorry to hear of U Lock problem, the frame detailed in my article may prevent problem happening again if you still want to carry your lock. Please contact me for full details.

✠ John Rushworth

POSTCARD FROM ARCORE

As we droned down across northern France in the pouring rain I wondered to myself whether this trip had been such a good idea. Two-up on a NordWest with Oxford throw-over panniers and Swagman tank panniers seemed a little ambitious in view of the two thousand mile, one week expedition we had embarked on - particularly in late October! A pilgrimage to Arcore taking the opportunity to acquire some spares and visit Frigerio,

factory1.bmp

**1909 A Myth is Born : Gilera
1994 Agnelli wants to destroy it !**

combined with sight-seeing in Milan and a day out to Lake Como had seemed to make sense at the time we planned our adventure. Having recently decided to take up annual RAC Eurocover and seeing the offers from Bike and MCN on channel crossings a quick dash to Lombardy and back during Alison's half term holiday appeared perfectly feasible.

Fortunately the excellent French motorway system and the abundance of cheap and cheerful hotels along the route we had chosen saved the day. After a (not cheap!) Friday night in Dover we crossed on the Sam boat. The weather was no too bad at first, but by the afternoon it was raining seriously and the Nordie was battling against a strong head wind as we headed for Dijon. I had realised that frequent fuel stops would be

needed, but we welcomed them as an opportunity to stretch our legs. At one stage range on a full tank before going on to reserve was down to 145 Kms! At least traffic on the autoroute was amazingly light after the chariot race we had suffered around the M25 to the Dartford Tunnel. By 7pm we had reached the Dijon Sud exit. The ZA's (Zone d'Activité) which are to be found at the motorway exits near most French towns provide a network of overnight halts which allow tremendous flexibility in just how many miles you pack in to a day so long as you don't leave it too late before you stop. We sought out the Hotel Formule 1 but as it was full we ended up at a Hotel Villages instead. This was anyway actually better value we thought at 184 FF for the two of us including private facilities and breakfast. We can personally recommend the Villages, Premiere Classe and Balladins chains. How refreshing it is to travel on the continent, where arriving at a hotel reception dripping wet in bike gear results in courtesy and sympathy rather than looks of horror. At the Cote a Cote chain restaurant next door we were more than happy with our dinner and generous amounts of local vin rouge soon restored our spirits.

With such a limited amount of time available, and in view of the time of year, we decided to forgo pass-storming in exchange for the Mont Blanc Tunnel as the easiest way to cross the Alps. By the early evening on Sunday we had reached a motel on the outskirts of Milan after a really quite pleasant ride via the edge of Geneva and Chamonix, through Aosta and using the autostrada to the north of Turin. The next morning we decided that a good base camp would be Monza and managed to find a small family run hotel with a secure courtyard to park the bike and within walking distance of the station. That afternoon we took the train into Milan to see the Duomo and took the opportunity to visit the tomb of St Ambrose, allegedly the patron Saint of lost causes, where we asked him to look favourably on ours! Dinner back at the hotel proved to be wonderfully authentic non-tourist cuisine. The incidence of

what you might call the 'it's a small world effect' never ceases to amaze me. Also staying at this very modest hotel was a Czech haematologist on a short visit from Prague who was doing experiments at Monza hospital. He had attended medical conferences in England and knew a colleague of Alison's cousin at the Hammersmith Hospital. He confirmed all the good things David has to say about the Czech Republic and urged us to make a visit. As he pointed out, it's no further to Prague from Calais than Milan. Our hotel was right in the centre of old Monza in the shadow of the cathedral and two other churches with bells that chimed through the night. We were very glad we never travel without ear plugs!

Tuesday morning saw us heading out of Monza for Arcore. Once we reached the town I asked at a petrol station - no problem - "just turn right at the lights". At first we thought we must have taken the wrong road, then I saw a fence covered in graffiti featuring the word 'Gilera' and pulled up by a locked gate to what must be the factory.

factory2.bmp

" Piaggio & Berlusconi have ruined the workers of Gilera ! "

We could see through a gap at the bottom of one fence panel that there was still activity on the site and took several photos. It was obvious that this was only the back entrance and so we retraced our route and found a side turning which lead to the main gate. There we found that pickets were still on duty with union banners flying and a frame tent set up complete with traditional brazier for cold nights. There was a surprising amount of activity, and whilst

there were lorries going out loaded with rubble there was no sign of any major demolition work. The reception official would not let us in and could tell us nothing of the whereabouts of any historical machines. All he would say was that everything was now controlled from Pontadera, but we could take what photos we liked from the outside. The pickets seemed intrigued by the idea of an English couple coming all the way to Arcore on a NordWest, but our Italian and their English was not good enough to hold much of a conversation. The graffiti on the walls around the entrance seemed to sum up their feelings about Piaggio in general and Signor Agnelli in particular! They told us we should visit the Guzzi museum at Mandello if we had time and confirmed that a visit to Frigerio would be well worth while.

The short ride to Canonica D'Adda was blessed with warm sunshine, and a small cafe soon directed us to Via Santa Anna (many thanks to Raymond Ainscoe for giving me the address!). At first we thought our journey might be in vain as everything seemed locked up, but as I hoped, shortly after 2 o'clock a car rolled up and we were warmly greeted by Signor Frigerio as he returned from lunch. F.P.M. was described to me by Benjy Straw as being to Gilera as Abarth were to Fiat. This truly is a Gilera Aladdin's Cave! There were bikes being worked on and parts everywhere in a factory unit bigger than most British dealers showrooms; everything from 1950's ISDT type bikes to Piumas, with several GFR's, NordWest's and RC600's.

Luigi Frigerio explained to me that he didn't carry much stock of normal parts, but concentrated on making special parts such as exhaust systems. Even so, he found me a new complete gear pawl/shaft assembly to replace the worn part on the black 'n pink Nordie I had already arranged to acquire from Robin Sims. I quizzed him about his proposed 604 conversion and he confirmed that this will be ready very soon together with a special air intake box and alloy silencer for RC/Nordwest as a complete kit. He also does special exhausts for GFRs as well as head work and cam wheels for four strokes (See 'Where to go - who to know' for details). Of particular interest to me was a plan for 13T gearbox sprockets. RC600R owners have apparently been asking for these, and it would be

a quick way to perk up the hillclimber!

For a cam belt, head gasket and flywheel puller he directed us to the nearest Gilera dealer - MOTTA in Trezzo D'Adda only 4 Kms away. After spending a most interesting time with him we left for there, bearing messages for Raymond and promising to send future issues of the GeN.

At Motta we were equally welcome, and despite the place seeming more geared up for cars than bikes they soon produced a gasket and belt. They knew of Buzetti tools but did not stock them. Once they found that we had to return home within two days they sold us their own (genuine Gilera) puller for £25! I wonder if a small dealer somewhere near Meriden would prove so obliging if Triumph folded and an Italian turned up a year later on a Tiger?

We returned to our hotel that evening happy in the knowledge that our prime objectives had been accomplished. To our delight, our new found Czech friend had enjoyed an equally successful day and showed us polaroid photos proving the success of his experiment, which will allow the identification of a particular type of leukamia which is treatable with vitamin A.

The weather was not so good the following day, but we still had a ride round the southern shore of Lake Como from Lecco to Bellagio where we had a proper lasagne. The traffic heading back to Monza was awful, and despite the cool air I wondered if I might need the gasket sooner rather than later as the temperature gauge rose, even though I was able to weave my way through the jams. We devoted our last day to the other sights of Milan including the Science Museum, Brera Art Gallery and a special Chagall exhibition recommended by an acquaintance of Alison's whom we looked up that afternoon. Roberto is a journalist at the head office of the national daily 'Il Giornio'. We know him via his love of Celtic music, which he indulges

from time to time by visiting Ireland and the region near where we live known as 'The Black Country', where real ale pubs are renowned for their live music sessions. When he discovered that we had come all the way from England on a Gilera to visit Arcore he was most intrigued and arranged to have a photographer take our picture as we left the next morning. We spent a most interesting evening at his flat when he put the Fiat/Piaggio/Arcore situation into the context of Italian politics and life generally since the coming to power of Prime Minister Berlusconi! However, he is much more interested in the Arts and the Environment - I am sure he will approve of the Piaggio Zip & Zip.

Friday dawned wet, and we loaded up and headed off back home not relishing the journey!

frig1.bmp

To be continued.....

✠ Pete Fisher

Classics Corner

oldsat.bmp

motodd
advert

FOR SALE

TWO - YES TWO PIUMAS !

Frigerio has two Gilera Piumas for sale. Here is your chance to own a very rare motorcycle. He wants the equivalent of around £7500 for each of them.

See 'Where to go - who to know' for how to contact him.



PERFECT XMAS GIFT

Rally dei Faraoni RC600 Poster plus Red and Gold Gilera enamel stick pin badge. Special Christmas promotion £2 including p&p !

Order from the Secretary

Franco Lillas 1952 Saturno Sport

Spring Gathering ?

Thanks for your suggestions. Claudia Cruttwell makes a very good point about the difficulty of mixing chat with racing. A less expensive and action packed day than Donnington might be more suitable. If enough people let me know they are interested by the closing date for GeN#4 (umm 30 days have September etc. etc. 27 February - glad to see some of you spotted my deliberate mistake last time !) I will follow up the idea of a group booking for the National Motorcycle Museum.

How about a Saturday or Sunday some time in late April/early May?

WHERE TO GO - WHO TO KNOW

Useful Names and Addresses

For Spares see Fowlers of Bristol, Bob Wright Motorcycles and Jack Lilley Motorcycles on page 7



**F.P.M. (Frigerio) 24040 CANONICA D'ADDA (BG)
Via S. Anna, 20, ITALY**

Tel./Fax 02/90965987

This has to be the one most important source of go-faster parts for Gileras. All of the following are available now or will be very shortly. Frigerio is quite happy to supply direct to the UK. Prices are in Lire exclusive of I.V.A.

KIT FOR 600 RC/R/NW

102 mm Cylinder/Piston and Head Gasket (604cc!) plus three

sizes of base gasket (1,1.5,2 mm)	712,400
Alloy Silencer 'road legal'	370,000
Air intake box,air filter and battery support	306,200

	1,388,600 (around £600)
'Silencer' (Loud) - Paris-Dakar	320,000
Expansion chamber GFR	340,000
Race Cams R/NW/Saturno	420,000
20 Litre Petrol Tank for R600	415,000
Special 'Hillclimb' ! exhaust system for NW (with silencer)	580,000

Looks as if a trip to Milan in the car is definitely on the cards for me next year ! - Pete

Road Tester's Gems No. 1

On the simple presumption that motorcycling ought to be fun, this Gilera is one of the very best ways of providing just that ...

NordWest - Motorcycle Sport Jan 94



Mike Riley's T-Shirt

One or two members have enquired about the possibility of acquiring a Nordie T-Shirt like Mike's as featured in GeN#2. Mike has found out prices for having more made. These would have the Nordie in black A3 size on the back. On the front Mike has a red Gilera logo (as sticker). The Network logo could be an other option for the front.

If twenty six or more of you are interested they could work out at a very reasonable price including a little towards Network funds of around £7 plus p.& p.

Let me know A.S.A.P. so that Mike can get an exact price for a definite number. Don't forget to say what size (S,M,L,XL) you would want !

lean.bmp

nordie.bmp

Ian Gray busy melting his Nordwest's rear Hi-Sport

The GeN ISSUE #4

Whats coming in the next issue

- Post Card from Arcore - Part Two
- More Faults and Fixes
- Classics corner - heard of a Gilera 'Rocket' ?
- Spring Meeting News, ITALIA 95 bulletin
- More 'Road-tester's Gems'
- Your letters PLEASE well done the RC600 owners now its YOUR TURN GFR PEOPLE !!!!