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Editorial

Chairman's Chat

I hope everyone enjoyed Christmas and the New Year. This is the first GeN of 2003 and for the first time ever I have more material than I need for this issue so I already have a head start for issue 35 though most of the material was produced by Dik Stapley (thanks Dik).

I'm looking forward to the release of the new Gilera Nexus. I hope they sort the suspension after the big problems Piaggio had with there X9 on it's initial release. It seems that larger capacity scooters are the way to go after the collapse of the 50cc market in Europe. After looking at the photo's of the Nexus on the Motociclismo web site I get the feeling that Gilera have announced the 'Direct Link' and 'Powerdrive' names for the suspension parts without actually knowing what the parts will be. It appears that most other manufacturers are having problems with the handling of large capacity scooters, there's the wobbly first go at the X9, wobbly at speed Honda Silver Wing, and unsure heavy Suzuki Burgman 650. After reading a review of the new Piaggio B500 lets hope Piaggio can make the Nexus handle as well or better than that. After all they use the same engine and will be built by the same people.

Written By

Gary Cooper

End of another year. Hope you all had a good Christmas and on behalf of the Network may I wish you a very happy new year.

So, what has been happening recently?

Still no definite statement from Piaggio about the motorcycle project. First information has appeared about the forthcoming 500 Runner. It will be called Nexus 500

It looks like a large, sharper version of the smaller Runners with the engine styling used on the B500 that is just about to come into the shops.

One notable change is the lack of visible rear suspension units. There is a strange linkage with an adjustable damper but no sign of the springs. Mono shock? Then why do they need a separate damper? How about a torsion bar? It is described as "Direct Link" and "Gilera Powerdrive" Well we will have to wait for more detailed information to appear. Or more likely wait for the bike to appear, it could still end up with conventional rear units.

Also strange is the fact that the Italian magazine Motociclismo's web site shows some detail photos but not a view of the complete vehicle, just an artists impression. I think this tells us that the final styling is not agreed yet. It should be available about the middle of this year (2003).

Details include:

460cc Master engine in the same

state of tune as fitted to X9 500 producing a claimed 40cv at the crank.

15 inch front wheel with 120/70 tyre
14 inch rear wheel with 160/60 tyre.
41mm USD Kayaba front forks.
The silencer is a big bike style race can but it is not carbon.
Claimed weight is 180kg.

125 World Championship
The 2002 125cc World Championship ended with Poggiali in second place. A reliable bike and a consistent rider are essential to win the championship. In 2001 Poggiali was just the best, in 2002 he just did not quite make it.

Next year Poggiali will be riding a 250 Aprilia so what of the Gilera team? Well it does seem that there will be a team again in 2003. Poggiali's place will be taken by 17 year old Stefano Bianco who you will notice finished the 2002 championship year in 19th place on an Aprilia. 19th place sounds OK, but he did only pick up 21 points. Lets hope next year sees him blossom into another great rider. Oh yes. And Gilera finished 3rd in the constructors championship behind Aprilia and Honda. Not bad as we only had two bikes.

If you have Internet access then here are a few web sites that you may find interesting.

Bob Wright Motorcycles.
www.bobwrightmotorcycles.co.uk

www.gilera.com

Motociclismo. Italian bike magazine.

Latest news from Italy. Italian text only. www.motociclismo.it

Motonline. Italian on line bike magazine. Similar content to Motociclismo. Just about to introduce English text.
www.motonline.com

Italian Northwest / RC site. Loads of pictures, contacts for spare parts etc. Check their Links list for a lot more interesting sites. The Japanese "Saturno 350" site has interesting pictures and maybe the text is interesting as well but how would I know? (Click on any blue underlined text to go to another page).
<http://digilander.libero.it/nordwest600>

The other racing that Gilera is involved in is Scooter racing.

The Trofei Gilera.

What are Trofei Gilera?

The Trofei Gilera Malossi are the only single-brand scooter trophies in the world, they are held on circuits, kartdromes and autodromes, in different countries all over the world, with the most sportive scooters on the market: Gilera Runner and Gilera DNA. The best riders in the world participate in the International Finals on the famous Mugello circuit in Italy, which crowns the world winners.

At the moment the trophies are:

Trofeo Gilera Runner 180

Trofeo Gilera Runner 70

Trofeo Gilera DNA 70

Now how crazy would 500cc scooter racing be? Mmmm I wonder.

Written By

David Champion



Dix Tips for living with a 558 motored Gilera

All learned from bitter experience

- 1) Read every tech tip from David Champion in old Gens. Especially about the torquing down of the head bolts and the changing of cam belts.
- 2) Do not over tighten your chain the sprocket carrier bearings will fail.
- 3) Clean all the rust off the flywheel when you change the timing belt, especially the little blips that trigger the ignition and the rev counter. Then zap it with WD 40. This will aid charging starting and the smoothness of the rev counter.
- 4) Clean all your earth points, lekky must flow to do its job. Check especially the starter mounting bolts. They are an earth point. I painted my motor and my starter. When I put them back together the starter ran slow until I cleaned the paint off the mating surfaces. Corrosion can do the same thing.
- 5) Keep your battery in tip-top condition by using a Battery mate device if you leave it for a long time. I have fitted 20 amp hour batteries to my machines but that required air box modifications.
- 6) Learn how to change front fork oil seals you will be doing it a lot. Newer bikes may not have worn as much as my high mileage bike but they will.
- 7) Keep a check on the diaphragm side of your double carb. My bike

was running but did not perform well. I only discovered that the diaphragm had gone hard when I took the carb top off to paint it. (Customising can be a maintenance method.) The new carb not only looked better but the bike was notably more responsive.

- 8) **Here is the lesson from my latest torment.** The popular myth about ignition boxes is that they either work or they don't. This is **WRONG**. For two evenings I churned my Nordie motor over checking for petrol and sparks, heating the plug in the gas fire and blasting easy start down it's throat. All things were present to cause a bang. The sparks did look a bit weak but that myth was well embedded in my brain so I carried on. Occasionally the bike would cough and run for a few seconds but it would never pick up. Then on the third evening I changed the "little black box" for the one I had ready for my next project and within two turns of the motor I had a happy burbling Nordie again.

I will up date my tips as I encounter the new tricks that my Nordie has in store for me in the future or when I remember those frustrations that my subconscious is current blanking.

Can anyone else offer any tips to avoid "Gilerage" developing in other members' workshops?

Written By Dik Stapley

The Secretary's Nordy Dik Stapley's bike profile Originally a 1991 Pink & Black Nordwest

What is stock and what is not?

Stock

Front frame, Front mudguard, Brakes, Wheels, Motor, Front exhaust pipes, Footrests, Front Forks, Instruments, Handlebar controls, Bar end weights, Basic wiring

Not stock

Brief description

Rear frame	Alloy from Gilera RC600R
Rear light and winkers	Honda X8R Scooter
Rear hugger	Carbon fibre second intended for a Honda sports bike
Rear shock	EMC
Air box	Hand made
Battery	20 amp hour sealed unit
Rear exhaust section	Twin outlet hand made
Front spring	Progressive spring
Rear side panels	Light fibreglass restyled
Rear tailpiece	Light fibreglass restyled to suit lights
Front tank-panels	Light fibreglass restyled to suit winkers
Nosecone	Light fibreglass restyled to suit headlight
Headlight	Gilera Runner 125
Front winkers	Gilera Runner 125
Seat	Red vinyl with orange-fogged trim & reptile lettering
Handlebars	Taper bars from a KTM Adventure
The paintwork	Custom progressive fog with reptile artwork
Tyres	Continental on stocks sizes

Notes on the Modifications

Rear frame, Alloy from Gilera RC600R

Peter Fisher had kept this sub frame in his greenhouse for some time and offered it to me. In view of my propensity to meddle with things he thought I was the right person to have it. It came in handy when I decided to give the bike a serious alteration and took a lot of weight off too. Cheers Pete.

Rear hugger. A carbon fibre second intended for a Honda sports bike

I had adapted a hugger for the Nordy before from a Yamaha and made it in fibreglass but that one had clearance problems. This one is a cheap cast off carbon fibre item from They are in Lincolnshire. I took the bike there so I could offer up

the available styles. The only thing up with this one was that the fibre layout wasn't pretty. I had always intended to paint it so that was of no consequence. It is light and only needed slight alteration to fit the Gilera.

Rear shock EMC

I got this shock from the small ads in Supermoto Magazine. I haven't tried it yet. It looks good I hope it works well.

Tapered Handlebars

I was offered these bars and the price was right. They were from a KTM Adventure that had been dismantled. If I hadn't got them cheap I would have had to buy some full price. They look great and do damp a little vibration.

Air box & Battery Box 20 amp hour sealed unit

I had suffered from the infamous Gilera starting problems ever since I bought this bike and I reckoned that more electricity on tap was the answer. The battery I chose was a sealed 20-amp hour as it provided the most electricity in the smallest package that I could find. I fitted this type of battery to my XRT 600 with only slight air box changes but for the Nordy with its new alloy sub-frame I decided to build my own air box around the battery as a special unit. Both my bikes start easily now. (Oops! famous last words)

Rear exhaust section Twin outlet

This piece was initially created by or for Nigel Windys who was a prominent Network member in the early days of the club. He moved over to using a Honda for Supermoto racing as they crashed more cheaply than Nordwests. I acquired the pipework and end cans and fitted them to my bike. The noise was unbelievable. Kay complained that when she was following me the vibes would rattle her visor. I modified it several times including changing from alloy tubes to carbon fibre ones. I ended up with a pleasant looking and sounding 1 system. I achieved this by building a hidden silencer box under the battery box so that I could keep the two mean looking shorty silencers that exit each side of the rear tail piece.

The bodywork

This was my favourite part but it was the most difficult to create. Styling is a very "in your head" thing to do and it is difficult to visualise something before you start. However customising has been my lifelong hobby so the Nordy was not going to escape my attentions. The adaptation of styled parts from other vehicles is the neatest way for a hobbyist to get a "Factory" look. As I have a Runner for commuting it wasn't long before I had eyed up the fairing and the light for use as a new nosecone. I acquired a pair of runner leg-shields, a Runners headlight and started cutting and making brackets. Once I had made a fairing from the parts I asked my mate Geoff to turn it into a fibreglass unit. Geoff had access to some high quality glass-fibre matting at that time, normally used for small-aircraft wings.

It is second only to carbon fibre in lightness and strength. All my Nordy panels are made from it and it has saved a Kg or two.

The tank side panels are basically standard with the Runner winker pods moulded in. I produced them from the bits of Runner panel and my Nordy's original plastic panels. Then it was off to Geoff for the lightweight ones.

Rear light and winkers are from a Honda X8R scooter. These scoots were popular for a while and caught my eye because of the rear light cluster. I thought one may be adaptable into a Nordy tail section. I was right. There was a lot of bracketry needed to make it fit and the tail piece had to be cut away and restyled but I am pleased with the result. The part on the bike is the original buck made from a lightweight fibreglass copy of the original tailpiece modified using "Bumper fill". This is elasticised filler that is ideal for use on motorcycle bodywork.

The rear side panels are cut and reshaped from fibreglass ones. I did these panels last so that I could use them to blend the front and rear styling.

The paintwork

Custom progressive fog with reptile artwork? It's a bit "in your face".

I have been Custom painting for thirty years and Kay my girlfriend has been an Airbrush artist for twenty years so we had to set about the Gilera. The fogged theme was something I was practising at the time and the reptile idea came from the restyled shape of the bike.

Written By Dik Stapley

Colin's Nordwest

My bike is a Nordwest 95, brought secondhand 5yrs ago. It's pretty much standard except for; paintwork was pink and black but now red and white, fitted with an arrow stainless can and I have gradually replaced most of the fasteners with stainless items. Its currently on Hi-Sports but when it's time to replace them I fancy a change to Pirelli MT70RR purely for their looks (any feed back on this choice?). A 15T gearbox sprocket is fitted. My Nordies a toy basically used on Sundays mostly, trackdays and holidays northwest and the TT. It makes a pretty good touring machine except for tank range and the seat, the most I've covered in one day was 380 miles, going to the northwest 200 via Scotland and even that journey wasn't too bad. using the pillion pegs helps and at least the seat is long giving you plenty of room to move about. the biggest problem is tank range. My Nordie has so far been 100% reliable and I love it, for its rarity and pose value and its all round competence (does anyone know how many Nordwests were imported into the country?) it goes quite well too! as for the future I would be grateful for any information/advice on suspension matters, this is one area where I think the Nordie could be significantly improved. So that's my Nordie I would just like to add I always enjoy receiving the Gen it can be a real life line when you own such a rare bike, so Thanks and keep up the good work!

Written By Colin Davies

Gilera Network events

Events are the way club members put faces to names and find out the details about fellow members and their bikes.

Events are the glue that holds a club together.

BMF rally 17th & 18th May 2003

This year the Network will be at the BMF rally again.

I will run the stand as my contribution to Network events. I will report more on the stand in the next GEN.

Spring gathering any time between 18th to 27th April

The Spring Gathering is traditionally the Network's own annual event but recently it has suffered from poor attendance. The holding of a single national event by such a small club, as we are means members have to travel long distances to something that is quite small.

I am proposing a change

For the spring of 2003 I am suggesting that the Spring Gathering of the Gileristi becomes a multi-location event. It makes sense for those who live within striking distance of one another to get together at a location that provides for a reasonable ride out. After each GATHERING is over someone from each sub event should do a report for the GEN to let everyone know how each part of the GATHERING went. To assist I will study the membership list and the returned surveys and look for groups of members within a reasonable ride of one another to tip them off to each others presence and they can take it from there, or not.

I reckon the GATHERING should take place over a period of time. I am putting forward the time from the Easter holiday to the end of the following weekend.

The choice of two weekends and the weekdays in-between should allow members to get a better choice to fit a something into their lives. The style of the get together will be entirely in the hands of each set of participants. Then by writing up their GATHERING up in the GEN other members could be inspired to use interesting ideas from other parts of the Country in coming years.

My suggestions for Gatherings are as follows but anything goes.

- 1) A ride-out to an event or established biker destination.
- 2) A stand or display at a local event. Bike based or not.
- 3) A meeting at a member's house or a local pub, with or without bikes.
- 4) A party or a pub-crawl.
- 5) Join in someone else's ride out, charity run or rally.
- 6) Hold a Gilera auto jumble.

That's enough from me.

Surprise me.

If you envisage doing a gathering have the date published in the next GEN to attract extra members.

The Stafford Show 2003

October 2003. The exact date is yet to be announced.

This year was good and showed how a few members can make the whole club feel good. So we should do it again.

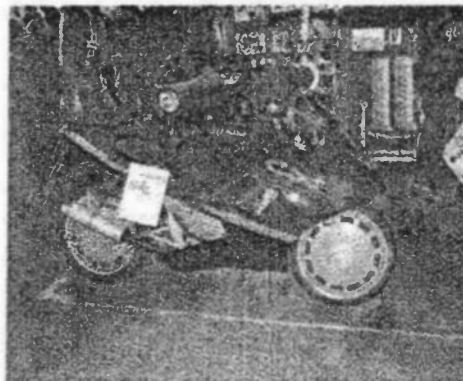
Other events

I have some ideas that I will be pursuing but I will not become a sole or regular organiser. For events to be sustainable the many must do a little and not the few a lot

Cheers

Dik

Stafford Show 2002



Gilera CX 125 & CX rolling frame
Keith Walker



Gilera Northwest
Gary Menzies



Gilera 125 RC and Gilera Saturno



The Round Family

General Letters

Dik Stapley the new Secretary sent this in for publication to let everyone know the way he is promoting the Club to interested people.

The following is a reply I sent to someone asking about the Network. They have three Gileras dating back as far as the 1930s but were concerned that we might only want members with modern Gileras.

This is what I said

Hi,

I am the new Gilera Network secretary.

Thanks for your interest and sorry for my late response.

The Network is about all Gileras but I have to say that most current members have late model bikes. That makes you important, as we will never redress the balance if owners of older bikes shy away.

The committee members of the Network are all open-minded types with preferences not prejudices.

To give you an idea my girlfriend & I went to the 2000 Gilera Revival in Italy on a pair of customized Gileras, Nordwest and an XRT, the last of the Arcore bikes. The other Brits were all on or interested in older bikes. Jed Gilligan and his mate had racing specials that they rode at the Monza

parade alongside us. The Italians loved our modified bikes and they loved the "old timers" too. The Gilera connection was the uniting force.

That is how it is in the Network. None of us can own all the bikes we like so we mix with others who have them.

The Network is only as good as it's membership.

There is no great hero who runs the club for his subjects. It's share and share alike or fade away for us.

I would be most pleased to have you as a fellow member if you decide to join up.

Cheers

Just got 33rd Gen. I thought it lacked content info. And pictures, but then I found out how many members there are, so to produce what you do is an amazing fine job.

I am also a member of the MZ Riders Club (York Section) last count 1000 plus. Winter Rally 24-25 Jan 03 at Flying Horseshoe Hotel by Clapham Railway Station, Gilera members welcome.

Bit about me 49, work for Royal Mail own 98 Tri Sprint, Laverda 3C 1974 no free tax damn Government, MZ ETZ 250, one Bantam 175 in bits and 91 Gilera RC600 imported by Concept Motorcycles, Bramley, Leeds registered to me Dec 01 cost £1495 used for work and leisure, so I've had

it nearly a year, tacho has never worked, uses a bit of water, does 114Km from full to res. I think this is bad but it seems to run OK and is fun to ride. Rear shock needs PSI when checked it was 30 psi got it up to 47 psi manual says 10 ATM + 147 psi? Appleyard KLY say they can do it if I can't get it that high. Just had a stainless pipe and can done by Zanstec, not done carbs and plug check yet but it's a bit better at bottom end and a bit slower top end. The pipes are bigger diameter to first point. I need a new rear tyre, old one is Italian unknown Mangoli I fancy a Avon "Gripster" as MZ's go great on "Supremos"

I also have a mate, that has just bought a Saturno low mileage, bits missing like seat, fairing and other bits. He's taken pictures of a Saturno that's in Cobb & Jagers at Shipley (90 £3200 very nice) so he can build it up.

My son Stu has a Honda CB500TT and Suz SV650 that was featured on front cover of Street Fighter July 02.

Best wishes,
Paul Walker

Are there any Network members going to the TT races in 2003, if so would you like to meet up? You can contact me by email at, colind59@ntlworld.co.uk or by text on 07870967859.

From Colin Davies

2002 MEMBERSHIP

Please note as discussed at the AGM all existing members have free membership running until May 2003. Existing members that sent cheques please note that the cheques have not been cashed but have been shredded. Only one person sent a postal order, this has been paid in but carried forward to next years subscription.

GILERA NETWORK

Wots in the SHED

ONE MAN'S JUNK IS ANOTHER MAN'S GEM

This is the section for anyone who has gilera spares to spare

Tell us when you have parts to spare and we will list them.
Give the price or negotiate when you get an enquiry or give 'em away.

Nordwest Both rear side panels, black, reasonable condition. Two fibreglass tailpieces, one orange and one bare Two rear lights, one with No-plate carrier. Two mild steel exhaust front pipe sets.

RC125 front mudguard, red

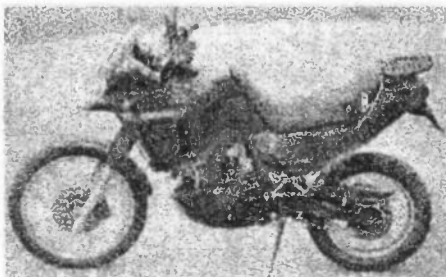
XRT 600 Original front headlight lenses

WANTED A full set of bodywork for a Gilera Dakota

Dik Stapley, Tel 01482 447182. Hull East, Yorkshire. Prices negotiable or swaps or w.h.y

TO MAKE AN ENTRY IN WOTS IN THE SHED CAL MAIL OR
EMAIL DIK STAPLEY OR GARY COOPER. DETAILS ON THE
BACK PAGE

FOR SALE



XRT 600 fully restored and mildly modified (improved) in appearance. Orange and purple candy paint with anodised alloy bolts all over the place Featured in Trail Bike Magazine and the German Custom Mag Bikers Live Certificated as 1988 Taxed & tested until Feb 2003 I rode it to Arcore and back in 2000 Now for sale to make way for other Gileras I can't keep 'em all so £1050 to a Gilera fan, no haggling it embarrasses me.

Contact Dik Stapley details on back page.



RC125 full power fully restored and mildly modified (improved) in appearance. White with green airbrush graphics. Featured in Trail Bike Magazine. Late 1990 ish currently SORN but I will get an MOT for the buyer. (If you want it taxed at £15 you are a tight git) Now for sale to make way for other Gileras I can't keep 'em all so £950 to a Gilera fan, no haggling it embarrasses me. Contact Dik Stapley details on back page.

Plea For Newsletter Contributions

Is there anyone out there who has anything they want to say via an article in future issues of *The GeN*? If the answer is yes then send your articles to the editor via post or email at the address on the back cover. There's no problem with hand written articles, all photo's will be returned. Articles photo's sent attached to email can be in almost any format.

2003 Events Diary

BMF Rally 17th and 18th May
Spring Gathering 18-27 April (See Page 8)
Stafford Show October