

Editorial

The 150 member mark has been passed again and we now have representatives as far afield as Bermuda and Japan. There has been a surge in enquiries recently from people looking for bikes and one or two have been enthusiastic enough to join us whilst they continue the search.

It appears that the harsh winter has not been good news for cam belts - see page 14. David's advice in the last issue is ignored at your peril and routine replacement on grounds of age as well as mileage now seems advisable as well as frequent tension checks.

There are more opportunities this year to get together with other 'GeNers' - see the 1996 Events Diary on page 21. The dates in July for the AGM and Morini track day have been confirmed. Let me know if you want an entry form and regulations for the track day and they can be sent out with your GeN#9. No news from IMOC on Italia 96 as yet but I see they are advertising two track days in their MCS club directory entry so we will wait and see.

We hope to see some of you at the National Motorcycle Museum on 12 May, and it would be great to have a good turn out for our first appearance at the BMF Rally on the 19 May. Another possible focus for a gathering will be 'Motorcycle World' at Beaulieu on 7 July - more details in the next issue.

We are now in to the third year since production at Arcore ceased. Three year plans are all the rage in the organisation I work for. Perhaps significant decisions regarding the future of the Gilera name will be made before the year is out. In another three years it will be the 90th anniversary. Let us all hope against hope that it will be marked in a similar way to the last one.

Now read on

NORTHWEST TOP END STRIPDOWN

PART TWO

Once the cylinder head was back from T.T.S., along with a pair of CR33 Keihins, the time had come to lift the barrel. First remove the coolant casting (with hose and head connection) from the front of the cylinder. The manual refers to taking off the water pump before lifting the barrel. It is fairly easy to take out the securing screws, but the pump is a very tight fit in its housing so I removed the barrel with it still in place. It is advisable to wrap some cloth round the conrod/bottom of the piston before you completely remove the barrel. This will catch any stray bits of piston ring (hopefully unlikely) and protect the piston skirt. Once the barrel is off you will find there are slots under each of the three mounting holes which allow you to gently lever the pump off.

The gudgeon pin circlips are of the plain (not eared or tagged) variety, but they are so big they can be prised out easily (another reason for stuffing some rag round the piston in the crankcase mouth). Watch out for the O-ring round the oilway if you are replacing the base gasket (probably advisable in any case). Praise be to the engineers at Gilera who made the pin a perfect fit in the piston and small end ! I have a special gudgeon pin puller which made light work of the task, but the pin seemed to pull out remarkably easily.

Now we just simply put it all back together again right ? Hmmm ! First problem was that the F.P.M. barrel came with the requisite steel bushes for the holding-down studs, but inserting them was a pain. In the end I had to get the barrel really hot using a fan heater and put the bushes in the freezer for a while. Even then a serious clout with a hammer was required to persuade them into the holes (two in the top and two in the bottom diagonally opposed). The water pump has no gasket and seems to rely on a tight fit in a tapered seating. I put a very light smear of surface sealer on the flat flange before fitting the pump to the barrel, and 'Loctite' on

the securing screws, but I waited until the barrel was back on.

The small hollow grub screw in the oil feed in the base of the barrel got a tiny drop of Loctite before fitting. I cleaned up the mating surface for the

base gasket and also cleaned the cylinder studs. One of them was quite corroded so I worked a nut lubricated with WD40 up and down the threads of all the studs a few times. On with the new base gasket and O-ring. Even more praise to Frigerio for making his piston and gudgeon pin so beautifully that simply by cooling the pin for a few minutes it pushed through the piston with moderate hand pressure, just as Phil Irving says they should in 'Tuning for Speed'. Needless to say, finding a gudgeon pin circlip still in the box once the barrel is back would not be a good idea ! Fortunately they snick in fairly easily.

I wish I could draw a veil over the fiasco which ensued as I tried to introduce the barrel to the piston. You can probably imagine the language as the only 102 x 4 mm oil control ring suitable for an F.P.M. piston in the UK snapped !!!! Over the years I have done a fair few top end rebuilds. The very first ring I have ever broken had to be this one *%#@#! Omega pistons (suppliers to the Ducati works team no less) were extremely helpful but could not match the ring for thickness. Thanks to an Italian translation computer package and some assistance from an Italian member of the Euro-Moto Internet mailing list I eventually received a new ring (and another complete spare set !) from Luigi by post.

Just as I was about to go once more into the breach Nigel arrived and offered his assistance. He soon got as far as I had, with the compression rings safely inside, but even he had to admit the

oil control ring was very hard to deal with. The problem is that the oil ring is slotted with a coil spring behind it. At 102 mm it is very hard to compress, and the F.P.M. barrel has virtually no tapered lead in at the bottom to help persuade the ring to enter the cylinder. The only ring compressor I could find that would cope with an 102 mm bore was too deep to use with the piston on the rod. Gary Rowe now tells me that he always fits the piston into the barrel on the bench and then takes the whole thing to the motor and puts the pin through. Now I realise that there is just enough distance between the oil ring and the pin holes, and that the pin is such a nice fit, I see that this is the way to do it. Never having had to have an engine out to do a top-end before I just never thought of approaching it that way. Anyway, with much effort and the use of the battery as a chest brace Nigel finally succeeded !

Back went the coolant connection from barrel to head and I was ready to replace the head. The cam box and cams sweetly slipped back on to the head with some surface sealer on the mating joint (there is no gasket). Before I fitted the head I followed Nigel's advice to make carb removal and replacement easier to allow needle adjustment when setting up the CR's. The trick is to change the standard socket head manifold securing screws for shorter hex head ones after making sure the

holes are not too tight. You can then get the screws out and slide the whole carb/manifold assembly out sideways easily when the motor is back in the bike.

The special F.P.M. solid copper head gasket was carefully checked for fit round the 'spigot' on the cylinder and after remembering to replace the 'top-hat' bushes on the studs the head was lowered on. The head nuts were carefully tightened in sequence diagonally to exactly the

torque recommended by Frigerio as this was 10 Nms higher than standard anyway. Back went the O-ring and coolant elbow on to the head and I was ready to get the motor back into the bike. By the way, at this stage, you will realise how easy it is to set your tappets with the engine 'on

the bench' rather than in the bike. The cam belt cooperated by dropping on perfectly first time. What an impressive sight to behold is a Gilera motor with Kehin CR's jauntily on display!

Without assistance (and probably even with it) a trolley jack makes it a lot easier to lift the motor back into position in the frame. Once again I applaud the designers who used really big strong mounting bolts with plenty of clearance in relatively easy to get at positions. Compared with some of the old British lumps I have struggled with it was a breeze to re-fit. Allow the motor to settle down under its own weight into the mountings before tightening the bolts in view of the fact that it is a stressed unit. Re-assembly of everything else is as you would expect.

Once Nigel had carried out the necessary mods to allow the connection of throttle cables on the 'wrong' side, and to remount the battery and starter solenoid to allow room for the CR intake stacks (and also easier access to the Quadrant rear shock damping adjustment) we were ready for 'the moment of truth'.

With a tight new barrel and piston taking compression up to 11:1 the old battery just

would not turn the motor over quickly enough to fire. Even with jump leads from my car it turned over rather slowly, but at last it fired although it was obviously not happy with the carb settings. We religiously observed Frigerio's "soltanto tre minuti" limit for the first run with a great sense of achievement. I re-checked the head nut torque, and as an experiment put the standard carbs back on. With these it started again quite easily so slow running mixture was obviously the problem. As I knew that bigger idle jets (as well as richer needles and mains) would be needed I ordered some. Imagine my astonishment on removing the float bowls to find that my brand new carbs had no idle jets fitted at all. As these are about 3/4 inch

long it was no wonder it was reluctant to start or run on less than 1/8 throttle! With the new jets fitted I went for the first tentative run round the block. Carburation was not perfect but it started reasonably easily and ticked over. Even on 15/43 gearing the extra potential power was immediately apparent. I took it gently about 3 miles not exceeding 5000 rpm, and as I climbed a hill back towards home I tweaked the throttle open a little more than half way for the first time. WOW! What mid range grunt. The elation soon turned to despair as the motor went sick and then stopped.

I suppose I had half expected this. Sure enough the cooling system expansion tank was full. Turning the motor over with the radiator cap off produced a geyser of coolant and with the plug out a gout of spray from the plug hole. Surprise, surprise, the head gasket had failed. A post-mortem examination revealed that the gasket had been pushed into the central waterway at the front of the barrel. Why? Well, I have to admit that even with the special FPM 'spigot' arrangement the gasket seemed very thin and flimsy to me when I fitted it. I had checked the head for flatness as best I could and it seemed OK. Perhaps the 'spigot' had been damaged

whilst persuading the stud bushes in. Nigel reckons the sealant I used on the gasket couldn't be as good as his and Gary Rowe's preferred "Yamaha Bond". When you realise that between the spigot and the waterway the gasket is only about 4 mm wide it hardly seems possible that it can ever seal properly for long. I am having a slightly thicker replacement gasket made by someone who provided special solid copper gaskets for Gary's Spondon Gilera racer. After consultation with Gary, who has used a 100 mm piston and now has found a 102 mm one also, I suspect that the best ultimate fix may be to have the spigot surface-ground off the F.P.M. barrel. Together with surface-grinding of the head to ensure perfect flatness a thickish solid copper gasket used with 'the right stuff' perhaps might do the trick. Modification of the gasket to provide more joint width in the crucial area at the expense of restricted coolant circulation might be possible, at least for speed hill climb use.

All in all then, I could not exactly recommend anyone to rush in to acquiring an F.P.M. 604cc kit at the moment unless they enjoy a challenge. Which is a shame, because from the brief experience I have had of it so far the performance boost (along with an FPM competition silencer and 33mm CR's at least) is significant, particularly at the bottom end.

✠ Pete Fisher

A "FAR FROM STANDARD" RC600

Here is a photo of my RC taken in Sweden last summer during my Euro/Scandinavian tour (started Scotland down to namur Belgium for the MX 500 G.P., Holland, Germany, Denmark, Sweden, Norway and home again). Only problem encountered during the whole trip on the Gilera was the bolts from frame to sidestand shearing and the bike falling over breaking an indicator (luckily!).

As you can see, my bike is far from standard. White Power MX forks (K.T.M.), Cagiva yokes, Husky hub with 17" Akront rim fitted with Michelin Hi-Sport. On the Gilera rear hub I have fitted a 4.25" Akront rim with the afore said Michelin. Other interesting things are: a front mudguard from a 916 Ducati made from carbon fibre but layed on a purple resin (the only one for a Ducati in purple carbon fibre ever made!). Also onboard we have a Laser Pro-duro race pipe (the solution to many a rotten tailpipe !!) welded on to a mid-section piece off of all things a Ford Fiesta RS Turbo inter-cooler pipe (perfect bend !!) which makes my system completely stainless now. Because of smaller front wheel the speedo is now digital (off a mountain bike!) which is very handy - clock etc. It also reads K.P.H. and M.P.H. - handy for continental travel.

From the photo you can also see my one off luggage system which performed brilliantly throughout the holiday. It's made from a length of conduit pipe (what electricians run wire through) and goes as follows. Take off passenger grab handles then cut and bend (speak to a 'spark' or plumber for a loan of a pipe bender) to the required (banana) shape approx 10" long, you will need one for either side of the bike. Weld a 2" X 3/4" flat plate on to the end, drill a hole through it and attach to the bike. Once both sides are on the bike measure in between - cut a length of pipe and weld into place. Now you have to measure, cut and weld two more bits of pipe with 2" X 3/4" plate welded on to the end so the luggage rack screw holes. Finally, bend a 'U' shaped piece of pipe which will fit over two dowels which have been inserted in to the ends of the banana shaped side pieces.

[I have drawings which William sent with this item which could be supplied to anyone interested in fabricating a similar system - Ed.]

After all this fitting rivet a couple of luggage strap retainers on to the 'U' frame, then fill up your rucksack (metal frame types are best) and hit the road ! I found that if you secure the 'U' frame to the frame of the rucksack you can lift the lot off at once (quicker than Krausers !!) as gravity will hold the 'U' frame in place.

So far as the fork and wheel modifications go I must admit that the yokes for the forks were pretty tricky ie. we had to go to a local bus garage and borrow a hydraulic press to push the 'pin' out of the Gilera yokes and insert it in to the Cagiva ones (it took 18 tons of pressure to

shift it !). Next idea is to have a look at getting some serious brakes fitted (320 mm disc and a Harrison six pot caliper !!).

✠ William W. Rea

Spring Gathering and Extraordinary General Meeting

An Extraordinary General Meeting of The Gilera Network will be held at exactly 12 noon on Sunday 12 May 1996 in the cafeteria at the National Motorcycle Museum, Junction 6, M42

There will be one item on the agenda:

That the annual subscription be increased to £8 with effect from 31 May 1996.

As a result of a 50% increase in photocopying costs, and anticipated higher fees for BMF affiliation and insurance, the committee find it necessary to ensure that a viable subscription rate is introduced before renewals are due on 31 May. Naturally the subscription will also be reviewed at the AGM which is provisionally set for 21 July.

It also makes an opportunity for an early season get together as last year.

✠ Pete Fisher

Classics Corner

Dick Brown writes regarding his recently acquired "military" Saturno:

Although it was sold to me as a 1952, the engine number and girder forks appear to make it earlier and from data I have I think it is 1948.

The mechanical condition can only be described as excellent - virtually no wear in the fork bushes and not one stripped thread anywhere. The condition of the engine casings and the slots in the screws suggest that the engine may never have been apart. I think being a military machine it could have been well looked after 'by order'.

Anyway I have taken the decision to change it from cow pat green to roadster colours - copying one I took several photos of in Florence last year. This is well underway - all the frame and fittings having been done in a very shiny powder coat black. It is scheduled to be on the road by April 96 (it does however have a current MOT !).

My contact details are most welcome to be published:

Dick Brown, The Black Lion'
The Moor, Reepham, Norfolk
NR 10 4NW
Tel. 01603 870787

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The following very rough and ready translation by the Editor from an article in 'Motociclismo - Moto D-Epoca 1994' may be of interest to owners of classic Saturnos:

"The frame number of the Saturno is always even and starts with 26, which identifies the model. From frame number 26100 to 26298 they are all Saturno racing models, from then on the numbers are progressive and continuous but without any differentiation between race, cross, touring or military models.

The Saturno is powerful and manageable, but they present some defects. Here is a list of the principal problems:

The part which causes most problems is the magneto. When renovating engine it is usually necessary to replace the coil, condenser and points.

The engine is considered somewhat weak. In fact it doesn't cover more than 10-15.000 kilometers before requiring a re-build.

Particularly, it suffered from problems with lubrication which showed up in all parts of the

system. These problems are today partly resolved by the use of modern lubricants.

The strong vibrations originating from the single cylinder often cause the breakup of the battery.

They sometimes break the spokes of the back wheel. This problem is due to the particular design of the rear wheel hub, which is in three pieces joined by spot-welding. If these pieces break apart, all the force of drive is taken by the spokes on the chain side thus inevitably causing breakage."

If anyone rates their Italian good enough to translate technical texts then they might be interested in a source of classic Gilera manuals:

AAVE (FERRI), VIALE CALDARA 41-49, 20122 MILANO TEL. 02/5468098 (phone between 10.00 and 11.00)

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Terence Mullan, a new member from Bermuda would like help in identifying his Gilera:

"The only thing I am unclear of is the actual model of my 124 Gilera. I purchased it as a chopped bike with numerous parts such as tank, seat, fenders etc. not original. If you could assist me in finding out the actual model of the bike it would be very helpful. It is similar to the Special Strada but in a 5 gear with the handlebar having an arched bar from the tops of the bends at the grips. It appears to be some sort of a sport model.

It appears that all the Gileras brought into Bermuda, about twenty, were brought in around 1967."

If anyone can help Terence let me know and I can put you in touch with him. - Ed.

FOR SALE & WANTED

FOR SALE

Gilera 150 Arcore, red, 1974. All original except for some detail improvements. M.O.T. taxed, all documents, manual, rotor puller etc. Lovely bike, ready to please. **£750 on.o. Dave Frith**

Tel: 01492 530908 (N Wales)

Simon Mason is thinking of selling his nordie. "L" reg - November '93. £3000
Tel: 01773 713188. (Derbyshire)

Charlie Newsham is also thinking of selling his immaculate Nordie with only 1800 Kms on the clock Tel: 01463 791874 (Scotland)

Robin Carter's full race prepared Saturno is for sale

The motor was prepared by singles racing

specialist Gary Cotteral and produces a "lot" of usable power and the outfit weighs 110 Kg dry. It was built no expense spared with £1K spent on alloy and titanium bolts alone. This is probably the quickest Gilera in Britain (ask anyone who was at the trackday).

Robin will discuss the full spec with any genuine interested parties. He wants £3500 for it and would even be quite keen on a deal with a mint GFR (as his wife is learning).

Phone: 01493 665557 (home) (Norfolk)
01493 441225 (business)

NORTHWEST FOR SALE

L Reg. '94 , 7700 Kms., mint condition, blue-
£3200 Phone Richard Bayliss on
01420 473003 (Hampshire)

SATURNO FOR SALE

1994 L reg. 5000 Kms. , stunning condition - offers around **£3895**

Also a holiday home:

Alto Club & Golf, Algarve Portugal
Superb apartment sleeps 4, weeks 12-13 of timeshare for sale or swap, approx. value **£8500**, would swap car, bike - anything !

Paul Kent (E.Sussex)
Phone: 01323 843223
Fax: 01323 442926

MEMBERSHIP LIST

hence the need for an EGM. Meanwhile welcome to the following new members:

Steve Burns	Manchester	NW
Kenneth Smith	Glasgow	NW
Trevor Gleadall	Warks.	SAT?
Andy Marner	Middlesex	ARC
Paul Thompson	Bucks.	NW
Mark Bosley	Berks.	
John Welch	W.Mids.	NW
Geoff Lord	W.Mids.	NW?
Jeroen Baack	The Netherlands	SAT
Billy Rae	Ayrshire	RC
Terence J Mullan	Bermuda	125
Thomas W Godet	Bermuda	125
Jeremy Ashby	Northants.	NW?
Steve MacDonald	Yorks.	NW
Obayashi Hiroaki	Japan	SAT
Trevor Henderson	Surrey	NW
R M Ashworth	Notts.	NW?

Probably the best idea will be to issue a membership renewal and list details update form with GeN#9 with a view to a completely new format. Until then you may be able to contact new members with a bike like yours via the secretary.

GILERA SATURNO BIALBERO 500 EXPERIENCES AND TUNING BASICS

As the Saturno has never been officially imported to the Netherlands this was done by individual enthusiasts themselves or dealers. My machine was imported by the first owner and bought in an Italian shop that was just around the corner from the Gilera factory. It had been in the showroom for more than 2 years and the fork seals had hardened so much that they had to be changed instantly. It was in a very original state when I bought it and had run 15,000 kilometers. The first drive on it however was a bit of a disappointment for me, coming from a totally modified and tuned 1992 Ducati 900 SS. The Saturno's steering was a bit nervous, under 4000 revs the bike would not respond to the gas and the amount of power available was not to write home about. The word bad buy was in my head.

THE DYNOJET

At first I put the bike in total original state on the Dynojet. It maximally produced 35 horsepower at the rear wheel at about 6700 revs with a maximum torque of 40 Nm from 4000 to 6000 revs. (I will put the graph on these pages as soon as I have scanned it in). The problem with the Saturno is the following: it has a large 40 mm Dell'Orto carburetor and a wide inlet channel followed by very small valves. Therefore at low revs (below 4000) the gas speed totally drops down. To compensate for this they have put a pumper on the Dell'Orto. Also the exhaust pipe takes a lot of torque away (even the so called open version). I once mounted a open carbon pipe on it and was surprised by the spectacular increase of torque which reached it's peak at 5000 revs. The bike now pulled like a tractor !

MODIFICATIONS

I first removed the original air filter and replaced it with a K&N filter of the RU-1780 type. This

filter seems to be made for the Saturno. It is much larger than the K&N filter you usually see and has a rubber bellmouth on it which fits perfectly to the Dell'Orto. I changed to valves to those of the Northwest complete with lead-free seats which are 36/31 mm instead of the original 31/28. The bike now responds much better to the gas and has more torque. The steering problem was solved with Metzeler ME-1 tyres, a 120 in front and a 150 at rear. I exchanged the front fork springs and oil with a progressive White Power kit. The bike now steers very neutral. Fast curves at over 160 Km/h are no problem at all. Even at the Assen TT circuit the bike behaves very stably. In the fastest corner, the Ramshoek, a bit of a blind curve where you go almost full-speed (if you dare) the bike lays like a brick. No wobbling or dribbling at all.

THE FUTURE

For the next year the following changes are in the planning: 1) A modified exhaust system, probably two pipes will give more torque 2) Modified gear. I'm working on a shorter 5th gear, see the info in the specific area. 3) Other camshafts, flow tuning.

OTHER PEOPLE

Flip Bastiaansen here in the Netherlands has a Saturno with 50 BHP at 7200 revs at the rear wheel measured on the Dynojet. The torque is 53 Nm at 6000 revs and the curves have beautiful round shapes. He has done this by using a 550 cc cylinder, flow tuning and changing the cam profiles, and double pipe exhaust system. He does use the original Saturno head. Notice that the guy who tuned his head brought extra material in the inlet channels to increase the gas flow speed and give these ports a better shape !

SHORTER 5TH GEAR FOR THE SATURNO

A problem on the Saturno is the long jump from 4th to 5th gear. Especially when not revving the bike in its 4th gear the rev-fall when changing to 5th gear is too much. I intend to overcome this by manufacturing a shorter 5th gear. Instead of the 19/25 I use 20/25 so the step from 4th to 5th gear will be shorter. The same top speed can be reached using a 41 chain wheel.

In the graph below you see three bikes plotted: [See G-Net on page 14 for details of Jeroen's World Wide Web Home Page address where you can find the graph -Ed.]

- 1) Gilera Saturno original with 15/43 chain wheel (green)
- 2) Gilera Saturno with shorter 5th and 15/41 chain wheel (red)
- 3) Pioma racer with 15/43 chain wheel (blue)

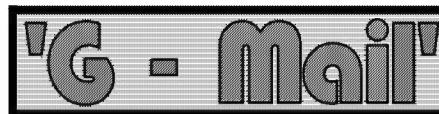
You will see that the step from 4th to 5th gear of the modified bike will lay between that of the original Saturno and the Pioma.

The gear set is now available and will cost about DM 450 exclusive 15% VAT and P&P.

I also have moulds for Saturno fairings (with or without headlamp hole) and tank as well as for Pioma fairing, seat and probably also tank.

✠ Jeroen Baack

Jeroen kindly allowed me to copy this material from his home page on the Internet - Thanks Jeroen ! - Ed.



☞ Steve Burns

The idea of keeping people in touch to share problems, solutions etc., tool hire and all the rest of it are a very good idea.

If I can contribute in any way please let me know. I have gained a bit of knowledge putting specials together and of course I can offer use of my Dynojet dyno, within reason.

I first became aware of GeN when my mate Steve Marcroft a member and Nordie owner told me about you. We had his bike on the dyno, standard at 44 BHP before he alters anything. That led to an awareness of the motor's potential and upon a recent visit to "Blacks" motor salvage (01704 897551) whilst looking for an Enduro Bike I came across my French import 94 Northwest in a bit of a sorry state. I don't know what type of accident it was, but to snap the rear swingarm in half and smash the front wheel, it must have been a doozy.

Stuart who owns Blacks has already broken a Northwest so I had enough bits to start my Northwest/Enduro project. A month later i.e. now "Christmas time", I am looking at a complete bike and it looks good. I won't bore you with the details but basically its a Nordie with a Honda Dominator front and rear end, i.e. 21" front wheel with 9" travel conventional forks, 17" back wheel, dual purpose Enduro Michelin T63 tyres, and motocross bodywork etc. Here's looking forward to a bit of green laning.

☞ Bob Brooks

I do agree with Roger Chilton's letter in that membership fee should be raised to £10 and we should have more meetings. I would also like the BMF newsletter with the GeN.

I think now is the time to start a pamphlet bringing together the good ideas, repairs and technical improvements spread throughout GeN.

The pamphlet could be printed and updated once a year.

I'm sorry I don't have the technical skill to volunteer as the collator. To all who have run the GeN, keep up the good work it's very much appreciated.

Thanks Bob. David is working on just such a pamphlet. - Ed.

☞ Dave Frith

Just a few lines to introduce myself as a recently joined network member after having acquired an almost as new Nordwest. I have lived with Italian bikes since 1978, mostly Ducatis including the desmo singles in all three sizes, plus an early 750 GT and a 600 Pantah. All bought and sold over the years. The Pantah was the best bike I ever had. The 250 Desmo gave most pleasure and satisfaction. So, why choose a Nordie ? I'd read a couple of road tests and filed it in the memory bank under "interesting" possibility a couple of years back. When one appeared for sale locally, I got a test ride, was smitten within a couple of miles and quickly slapped a deposit on it.

I was a bit surprised I liked it so much and still am every time I throw my fairly short leg over it. The only niggles are the daft little gas tank, the "hidden" choke and the lack of a centre stand, otherwise it is an amazingly good hybrid machine which is far better to ride than to look at, (if only it looked more like the Saturno,) but it grows on you and has rejuvenated this 49 year olds riding. The only fault I've got is with the tacho clock which which will only work when there is some heat around the instrument housing; i.e.: warm sunny days (not lately) or wave the wife's hair dryer around it (really!). I've tried switch cleaner on the innards to no avail - anyone got any ideas ? [Sounds like it could be a crack in the printed circuit, or Nigel Windys suggests checking the multi-pin connector on to the PCB. Unfortunately it is a real pain to get inside the speedo - Ed.]

I've also had a 150 Arcore for over 7 years, a delightful little bike in virtually original unrestored condition. I am only the second registered owner. It had been stored well waxed up for some time and still has under 12000 miles on it, but I haven't got much use for it really. If

some member wants it I might just sell. Hope to meet some of you at events this year.

☞ J Beddows

I have just purchased a Nordwest (pink & black) '92. Having only passed my test 8 months ago, but have had some off road experience, friends told me that "a Nordwest is an ideal first bike", so now I'm a Nordie owner.

The bike had no stickers on any panels, but thanks to my pal "the rever" (called so for his beautiful 916) it is back to original condition.

I have come across two minor problems:

No.1 Since removing the front wheel to replace the tyre, "not for highway use", the speedo has not worked. I have removed it two more times, but it's still not working. Am I doing something wrong, as it was working beforehand? [Are you sure the inner cable has not broken? - Ed.]

No.2 It keeps blowing near side front indicator bulbs. [Check the earth connection at the bullet connectors under the nose fairing. Also make sure the bulb is held tightly in the mounting. - Ed.]

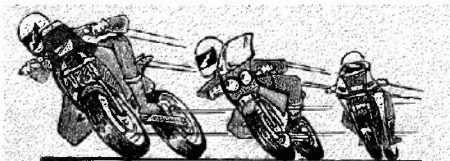
I would also like an alloy sump guard and rear rack.

Can anybody help me?

☞ Aden Ellicott

The story with the bike so far is that Italia Classics are currently stripping it down as an independent company on my behalf with Clay Cross footing the bill.

It seems that the two elliptical washers were



fitted the wrong way round, which allowed the pulley to work loose and damage the Woodruffe key. [Beware of this anyone changing their own belt. By the way, it was not until I came to put my head back on that I realised that it is impossible to get the gasket on the wrong way round! - Ed.]

Money being tight I fitted a Metzeler M.E.1 on the rear. It's cheap at £79 but does it cause a problem to have a radial on the front but not the rear?

☞ Mark Gracey

..... Anyway, yes it broke. First run of Spring, beautiful day, headbanging (sic) round the coast, stopped for slurpies and some heat, discussing dodgy timing belts and how mine would need one in 2000 Kms. Anyway, heading home again, BLEEEEEUUUUUGH! I knew what it was deep down I think because I remember thinking it's not slowing down as quickly as it should (no compression), and pulling in the clutch, but I did not want to admit it, so I tried a new plug and draining the carb in case it was dirty, but no. So taking off the timing belt cover introduced me to another of the wonders of Italian "character", one timing belt which looked like it should have a Harley Davidson buckle on it. Yes it broke, and I cursed, a couple of times.

Tinkering about at the camwheels leads me to believe I may have escaped lightly as far as bent valves go but I won't know for sure until I have a new belt on (the bike that is). I really hope it's OK, oh I really hope it's OK. If it has bent valves what do I have to change? [Just the valves or other bits too? [I am told that usually you get away with just one or more valves - Ed.]

I can get a carbon fibre end can off a racing FZR600 very cheap. If I get a carbon fibre pipe made to connect it to the headers is it likely to ruin the power of my engine, assuming I jetted it right. I don't mind if there is no increase in power as long as it doesn't ruin the ride. I know it would certainly look and sound the part. [Subject to correct jetting it is more likely to increase power. However, depending on the overall length of the system compared with standard it might improve bottom or mid range at the expense of top end power. It is very

difficult to predict. Any comment from the experts out there? -Ed.]

But summer is coming and my enforced un-wheeledness will give me a chance to tidy my toy up again, even spending most of the winter in the shed took its toll. Ah to be able to afford a heated garage. Maybe my good luck starts this year, maybe nothing else will go wrong -- maybe Scooby Doo was a zebra.

May I just recommend the North West 200 as one of the best weekends this side of summer. Think of it as a mimi TT and you wouldn't be wrong. The road from Larne round the coast to the race triangle at Portstewart, Coleraine and Portrush is one of the most pulse racing, breathtaking about, and that particular weekend all car drivers who aren't bikers at heart will avoid the area like the plague. There is a road from Waterfoot on the coast up into the Glens of Antrim. It is only a short road but it would make a great hillclimb and so far nothing has beaten me up or down it. Big single country, but if you do go take it easy the first time up and down as the corners nearly all tighten up and it's a long way down if you go through the fence, and besides the views are awesome.

I won't be there this year, that weekend, as I am getting married, well timed eh? It'll probably be the same weekend as the BMF Rally too, it nearly always is, and some big rock concert!

Anyway, happy Easter, hope you all are having more luck with your Italian quirkmobiles than me. Who knows, maybe next time I'll go the whole hog and buy a Ducati.

☞ Geoff Dawson

Mileage has been drastically reduced in the last two months - snow! or perhaps rather too much of it has been the culprit. (20,000 Km service looms?)

Comments

1. Are we still members of the BMF (I note that card issued with the GeN membership has now expired 31/12/95). The BMF notes are certainly worth including. [A new BMF card is enclosed with this issue - Ed.]

2. Since a number of members have suggested that membership should be transferable with 'sale of bike', I would certainly concur with this idea.

3. £10 annual subscription would be very reasonable especially if the extra funds went to the continuation in development of 'GeN' - any plus money could go into the purchase of tools especially since this could alleviate some of the difficulties identified in GeN#7.

4. For those of you with a long memory or, perhaps GeN#6, may recall my 'Sad Person' report. The event was such an unqualified success that by popular demand 1996 will mark the second year of this gathering. Charlie Newsham has already indicated his interest and as the 1995 organiser I await his comments in GeN#8 with interest.

NB. In my 'Sad Person' report I mentioned the mountain (SCHIEHALLION) on the SW corner of Loch Tummel. It's quite amazing what happens on such mountains. In 1995 the Gilera Gathering, but in 1777 it was the home for six months of NEVILLE MASKELYNE (Astronomer Royal) who, together with numerous local people, calculated the inclinations of the moon and the gravitational pull of the mountain.

This resulted in:

- a) an accurate measurement of the planets
- b) the discovery of equ-heights and hence contour lines by Charles Hutton, a mathematician.

John's WWW pages still continue to attract enquiries from around the world. They have resulted in making contact with Gilera people in Italy who apparently have seen a photo of a Mike Riley T-shirt in the pages of 'Motociclismo' magazine.

I am particularly grateful for this development as one of them lives not only close to Arcore but also only a few miles from F.P.M. at Canonica D'adda. They were able to acquire for me a replacement gasket for the 604 kit. Another Italian visitor tells me that a big meeting of 'Internet' Gilera owners has been proposed. The rate of growth of bike related material is amazing. It includes the ability to download sound recordings of racing Ducatis from Holland. The easiest way to reach Jeroen Baack's home page is probably from the G-Net link and of course you can reach the Piaggio pages from there also.

STOP PRESS CAMBELT CATASTROPHIES

At least two Northwest owners have suffered cambelt failure on their first ride of the year. Both machines are approaching three years old but on the face of it were safely short of the recommended belt change interval.

It seems likely that spending what has been a much colder winter than of late in one position tightly bent round the drive pinion is not very good for belt life. Apart from the ultimate precaution of fitting a new belt before that first spring thrash I can only advise that you warm the bike up particularly carefully and take it for a longish gentle ride for that first outing.

② PSF

'Feedback'

TYRES

Andy Wallington writes:

Many Northwest owners seem dismayed at the rate of tyre wear experienced. Well, wear out they do, but I never got less than 6000 miles out of a rear Hi-Sport, and that had about 1500 track miles on it! But then I suppose I do ride like a big girls blouse. I once had the opportunity to ride a Nordy shod with Pirelli Dragons and felt that they improved the low speed (road use) handling immensely. I wish I'd put them on when I had mine.

Dragons felt pretty good on the Saturno too, very neutral, if a little oversize for its smaller rims. It appears that Pirelli's 160 recommendation for the rear is based more on the rolling radius than on the section of the tyre. On the four inch rim the profile is so rounded that the edge of the tyre remains unscathed. Probably me and my girls blouse again, but I did see a Saturno with a 150 on the rear and it did look a better fit, but bear in mind the effect on gearing. If I go back to Dragons, that'll be the one. In the meantime I've tried BT80's, very soft but limited life at the back, which led to the fitment of an MP7 from Carnells. They've been selling off 150/60's for a while, and the profile seems OK with the Bridgestone at the front. Having fallen off at Cadwell with an MP7 on the front I prefer the softer Bridgestone. Of course the new BT90 is also available, but I doubt if the mileage will be any better.

On the Saturno front would anybody be interested in a combined chainguard/rear hugger? The original chainguard looks a bit naff and allows chainlube to fly all over the place (under the seat unit and down the riders left leg mainly). I'm hoping to fabricate something, perhaps in carbon fibre, that will do the job. Does anyone have any experience of working with composites?

Aden Ellicott also has feedback on tyres and huggers as well as silencers:

In reply to Geoff Dawson's attempts at keeping the standard Northwest silencer in tip-top condition. Re. the nickel plating I had done on my silencer in early July. It is proving to be very durable and still looks as good as when first done, all the maintenance it requires is a weekly wash and spray with WD40. At £25 its cheaper than painting it four times a year.

As I needed to use the Nordie throughout our wicked winter I decided a hugger was in order. So down at the local breakers I tried three for size: GSXR 750, RGV 250 L and import Bandit. I duly bought the Bandit one, and set about fitting it. I found I could use the standard fittings on the chain side, the L shaped bracket that fits to the inside of the swing arm is bolted through the slots in the hugger. On the right side I made little L shaped brackets in stainless, pop rivetted them to the hugger, then tapped two 'M6' holes in the swing arm to take two capped allen studs, gave it a little trim at the back above the adjusters and at the front around the linkage gaurd. It looks a treat - not as cool as carbon fibre though.

I also fitted some knuckle guards which needed to fit around a bar-mounted choke. I found the Aprilia Pegaso fitted OK on the standard lever bolts, save for a bit of trimming around the cables and master cylinder. At £10 they are £20 cheaper than RC 600 ones. I got these and the hugger from Martyn's Motorcycles, Mansfield, Notts.

Tyres - The Mac 90X is wearing well. You just need a little care for the first mile or so, but if they last twice as long as a Hi-Sport I can put up with that. I've done 3000 Kms and its still not showing a lot of wear. The 120/70 x 17 fitted at the front seems to have slowed steering slightly but mixes well with the 90X, you just have to be a bit more aggressive with laying it over.

Does Ian Calvert have any prices or BHP figures for the special Saturno parts?

Does any one know how to stop your engine oil going milky, its changes every 4-5000 Kms. [Early signs of coolant leakage in to the oil? -Ed.]

P.S. Whilst putting this letter together I ran over a 3" 'R' pin offa lorry, which in turn has wrecked the back tyre and smashed the hugger into two

pieces, so it looks like coming off the road for a while to get some cash saved up - 90 quid for a Metzeler ME2 and 30 quid for another hugger.

+++++
Claudia Crutwell and Geoff Woodcock report that there appears to be some confusion at Michelin regarding tyres for the Saturno. Michelin seem to be under the impression that late Saturnos have the same rim sizes as the Northwest. The 120/70 and 160/60 Hi-Sports will fit, but the profiles on Saturno rims are not ideal. It is probably best to stick to the standard 110/70 on the front and go to a 150/(60?) on the rear. Apparently Bridgestone list a 150 as their recommended fitment for the Saturno, so presumably there should be no problem with German type approval.

However, as you will see from Jeroen Baack's article he favours a 120 on the front of his Saturno. So, as often is the case, tyre preference seems a very personal matter.

If it were not for the problems with the FPM conversion I would be able to report on my experience with Dragon Corsas. That will have to wait now until GeN#9.

FORK SEALS

Nigel Windys recently did the business on my fork seals and I took the opportunity to pick up some hints. The main one is that a Suzuki 41 mm UD fork seal tool is the proverbial dog's whotsits when it comes to inserting the bushes and new seals. To protect the fragile lip of the seals use a small plastic bag (a bank coin bag is ideal) as a kind of condom over the end of the fork leg to cover the rather sharp edges that the seal has to pass. He has some incredibly ace 'soft' seals he is going to try, but otherwise the Vesrah AR-4101 seals for KX125 G1/H1/H2 89-91 seem to work OK.

❖ PSF

INDEX OF TECHNICAL ARTICLES

During the past seven issues of the GeN we have published letters and articles on several important technical topics. Here is an index to help you find all we have on a particular subject.

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STARTER CLUTCH UPDATE

If you are missing a copy of the GeN; back copies can be obtained from Pete Fisher at £1 each inc. postage.

In GeN # 7 we reported that you can fit a Ducati 888 / 851 starter clutch. IT'S TRUE....but. Yes there is always a 'but' when there is a chance of saving a few bob.

First let me explain how the clutch works. Imagine you are looking at a large roller bearing race from the side. The outer race is splined onto the counter balance shaft. The inner race is attached to a large gear which connects to the starter motor idler gear. The rollers in the race are not round. They are more or less semi circular. They are too large in diameter to fit in between the inner and outer so they can only fit by laying down slightly. There is a fine coil spring round the rollers which keeps them in contact with the inner bearing surface.

When the starter motor turns the inner race turns and friction with the rollers makes them try and stand up but there is not enough room so they lock against the outer race and make that turn. I hope that makes sense.

Anyway, failure occurs when the rollers become worn too much, or when the outer or inner contact surfaces become damaged. Or when the spring becomes stretched and no longer keeps the rollers in good contact with the inner race. I doubt if synthetic oil has anything to do with the failures (It was a nice idea but far to simple). The better the oil the better the spring needs to be to ensure a good contact so if you use synthetic oil your clutch may fail sooner as the

spring weakens but it is going to fail anyway.

The Gilera and Ducati clutches are the same but different. Now this is where you have to decide how badly you want to "try" and save money. Your clutch will come off as one item. There is actually nothing holding the gear wheel / inner race except friction so pull and turn and it will come out. The inner race contact surface will probably show signs of contact but it should be smooth with no sign of the hardening being worn through or damaged. Now you can see the rollers, they should be smooth and show no sign of flat spots. Also they should be tight against their cage, if you can shake them about or push them easily away from the inside cage the spring has stretched and is probably the cause of the failure.

You will notice around the outside of the clutch drum there is a rolled over thin metal lip. Use a suitable screwdriver to gently prise up this lip all round until you can lift it off and expose the rollers. Next remove the large circlip. I do not know why it is there because there is nothing for it to locate in so it does not hold the roller race in. Word of warning. If you are going to remove the spring put a rubber band round the rollers BEFORE you remove the spring.

Examine the outer bearing surfaces carefully. If the surfaces are un marked but the rollers are worn you could fit a new roller (centre) part to your old inner and outer. This is available for Ducati's separately because their clutch is not a one piece unit. Make sure you fit it so the face with the arrow on goes on the inside. Once fitted gently tap the lip back down all round until it is as tight as possible.. You should have a perfectly serviceable clutch but don't forget it is up to you and there is no guarantee.

There are a couple of bits of good news:

1: I have just received a letter from Paul Thompson who found that his clutch failure was due to the spring becoming stretched. This spring is the kind found in oil seals. i.e.; it is a coil with one end tapered so it can be screwed into the other end to form an endless spring ring. Paul used the two springs he found in a Suzuki fork seal joined end to end and shortened a bit. This got his clutch working and only cost £5. We must wait to see how long it lasts but it can't be worse than the

original. Nice one Paul and thanks for the letter.

2: Piaggio still employ staff dedicated to Gilera. I recently learned from one such technician at the Piaggio factory that the original supplier of the clutch units has closed and clutches are now of a better quality from a new supplier. Hooray! I hope that proves to be true. The Gilera clutch unit is: p/n. 328652 cost £159.02 plus VAT. Anyone know a good source of springs?

CAM BELT & TAPPETS

If you are changing your starter clutch and/or doing the cam belt and tappets you may want a copy of my notes on doing the job. Send me an S.A.E.

EXHAUST PRESERVATION

I have mentioned preserving your exhaust / silencer before but people still ask so here are some options.

1. Remove, then clean with wire brush, emery paper and then thinners. Hang it up on a piece of string and spray with high temperature exhaust paint. You should use at least a whole tin, lots and lots of coats, it dries quickly so you can spray it every 15 minutes or so. Do not use thick coats, it runs very easily. Repeat the process every few months!

2. Get it chrome plated.

3. Get it shot blasted then aluminium sprayed. This is a cross between paint spraying and welding. The spray gun sprays aluminium powder and is running on oxy-acetalene. This gives you a non-rusting dull grey surface that will take exhaust paint very well and it lasts for years. You will need to touch up the paint maybe every year.

4. Get a stainless system made.

5. If you already have stainless pipes on your Northwest you could get an after- market silencer

from Quill or other people.

CARB. ICING?

We have been having some pretty bad weather and I have heard of many other bikes suffering from frozen cables and carburettor icing. Has any one had any trouble with their Gilera?

Symptoms are: Throttle sticking open or the engine beginning to run rough and probably loose power. Latter on everything is back to normal and no fault can be found. If you have had trouble please let me know. I have not heard of a single case of a Gilera yet so I hope no one has suffered.

TOOL HIRE

In the last GeN I was moaning about the tool hire scheme. Well, I am pleased to report that I now have got all my tools back. Thanks guys. But there is even better news. Jo & Ray Lishman have donated a Northwest rotor puller to us. so I now have TWO and there should always be one available if you need it. I want all Northwest owners to face Cumbria and say thank you to Jo & Ray not only for the puller but also for a starting technique that seems to work for everyone who has trouble.

I have asked other clubs how they lend tools and they all ask for a deposit. So from now on if you want to borrow a tool please send me a £50 cheque made payable to D. Champion. I will send the tool to you recorded delivery and bank your cheque. Please return the tool to me promptly by recorded delivery. When I get the tool back I will send you a cheque by return, this will be £50 less the cost of postage plus £1. That is usually about £3.50. A list of the tools I have appeared in GeN # 4 page 9.

If you want to buy a puller, BOB WRIGHT has had some made for the Northwest and the Saturno. A lot cheaper than original ones at only £26 including p&p.

NETWORK SCRAP

BOOK

Last year I told you I wanted to start a Scrap book and I asked for contributions. Well I bought a really good book and I have started getting bits together for it but I really would like more from all of you. So if you have a good photo or something please send me a copy. It will make a great record so if you want to go down in Gilera history let me have your pics and post cards if you go away on your bike.

BADGES

I still have embroidered badges available -- these are 2 1/2" x 3 1/2" with the two rings and Gilera name in rich yellow on either a red or black background. £2.50 each inc. p&p. Also I have enamel badges of the Northwest in two-tone blue at £2.95 and Saturno in red at £3.50 inc. p&p. Cheques to D.Champion please.

SAMMY MILLER MUSEUM

The Sammy Miller Museum is an amazing collection of bikes of all types and ages. There is no particular theme just an impressive collection of bikes. The museum is at New Millton in Hampshire south of the New Forest. I am planning a club run to the museum on Sunday 21 April. I will leave the car park opposite the Air Force memorial on the Purley Way, Croydon at 09.00 and then will leave Box Hill (Rykers) car park at 10.00. The route will be part country lane, part main road. I will aim to be at the museum in time for lunch and will only leave after a cream tea has been devoured. If you are interested please give me a call. If you are coming from somewhere else in the south call me and I will try to put you in touch with others coming from your area.

EURO DEMO. BRUSSELS 30-31

AUGUST

Every other year Motorcycle Action Group and FEM organise a mass demonstration in Europe to make sure the Eurocrats know that there are a lot of bikers and we care. I have been on the last two, one in Brussels and one in Paris and they are amazing! 30,000 bikes from all over Europe make for a good weekend (camping). Saturday afternoon is the serious bit when everyone rides in convoy to a demonstration. The one in Brussels was at the Heisel stadium and the one in Paris at the Chateau De Vincennes. If you are interested in doing your bit for Biking and having a good weekend away you can get more details by phoning 0121-459-5860. Brussels is not that far and the locals are friendly and most speak English. If you want to know what to expect see my story in GeN # 2 or give me a call.

✠ David Champion



As a result of the positive feedback regarding the 'Campaigner' you will find the latest issue enclosed.

A couple of observations on the contents. So far as an all encompassing term for motorcycles, mopeds, scooters etc. is concerned the pen name of that venerable Motor Cycle Sport correspondent "One Track" sums it up pretty well. How about One Track Motor Vehicle (OTMV). This has the advantage of including anyone who fancies building a unicycle version of the old "winged wheel", but unfortunately it strictly speaking excludes sidecar outfits! No, somehow the BPTWF just doesn't roll off the tongue too well so I propose it remains the BMF.

I am not sure that as builders of the Zip and Zip, Piaggio would be quite so quick to write off electric powered two wheelers as the BMF. The point about controlling the pollution created by the generation of electricity is that large scale emission control measures can achieve overall efficiency rates better than could ever be provided on individual vehicles at a price the buyer would be prepared to pay. It is hard to imagine the internal combustion engine motorcycle as we know it ever being significantly replaced by electric PTWs. However, as Piaggio may have realised, there might be a market for something akin to the Zip and Zip in cities, particularly in California where zero emission vehicles appear inevitable and the climate is conducive to riding a bike for most of the year.

Of course the most important news on the BMF front is that with the kind assistance of Piaggio UK the Gilera Network will be having a stand at the BMF Rally on 19 May.

It looks pretty certain that I will be hillclimbing on the Isle of Man then but David has already had offers of assistance so it should be well worth

attending.

We would really like a complete set of 'modern' models on display. David will have his Saturno, and a Nordwest should not be hard to find, but it would be wonderful if at least one GFR and RC600 owner could confirm with him that they will make their machine available. Anyone who can bring along a classic or more recent rare Gilera will also be more than welcome. There will be some exhibitors passes available so get in touch with David now to reserve one.

The main event is on the Sunday, but as I explained in the last issue there is a members priviledge day on the Saturday from noon until 5pm if you don't fancy the crowds, although it is unlikely that our display will have a full complement of bikes then. Our stand will probably be in the 'Italian Village' so the chances are there will be plenty of opportunity to meet up with lots of folk you know.

❖ So don't miss it - PSF

BMF RALLY

EAST OF ENGLAND SHOWGROUND PETERBOROUGH

19 MAY

MEMBERS PRIVILEGE DAY

12 TO 5 PM 18 MAY

NORDWEST FRONTIER

As you might imagine, my preparations for the 96 NHCA speed hill climb season have been somewhat delayed by problems with the FPM 604 conversion. Another setback was to find that all but one of the bosses through which the bolts pass on the rear wheel sprocket carrier had sheared. Probably due to a combination of the bolts not being really tight and too many hill climb starts.

The Isle of Man trip looks like producing a particularly good entry of Gilera owners if not machines. As well as me (whether on 604 or 558 remains to be seen!), Nigel will be there and Robin Sims is thinking of taking his Nordie over to use on the longest course. The NHCA have been able to negotiate some very good rates for accommodation and the ferry crossing so we are hoping there will be a quite a few of us to challenge the local Manx riders. Unfortunately I suspect they will be rather more familiar with the course than us !

Nigel has devoted most of his efforts recently to building a new CR500 Honda powered device for this season. The huge disc and potent caliper he has grafted on to the front end should ensure that he retains his "stoppie" tag. As well as hill climbs he is doing supermoto races on this machine. The first meeting was on 10 March at Blyton. Not a bad effort by Nigel considering it was the very first outing for a totally new machine: third in the first heat, second in the next and first in the final. Big pots for overall first place and first past the post in the final. Guidon d'or look out !

Hartland Quay should be a most interesting meeting one way and another. I just hope I can have the 604 conversion sorted out by then. Time is running short and I still need to sort the CR33 jetting, scrub in the Dragon Corsas and set up the Quadrant shock.

† Pete Fisher

Bob Wright advert

WHERE TO GO - WHO TO KNOW

Useful Names and Addresses

1996 EVENTS DIARY

21 APRIL: RUN TO THE SAMMY MILLER MUSEUM (HAMPSHIRE)

See page 18 for full details. Leaves from Croydon and takes in Box Hill

12 MAY: SPRING GATHERING & EXTRAORDINARY GENERAL MEETING NATIONAL MOTORCYCLE MUSEUM

See page 6 for full details. Come along and help secure the financial future of the GeN as well as catching up on the latest hot news.

19 MAY: BMF RALLY PETERBOROUGH

See page 20 for full details. Free passes available for people able to help out on our stand. Owners of classic and unusual bikes willing to attend please contact David. A full set of modern models on display is our aim !

JUNE: ISLE OF MAN TT MEETING

12 Noon Mad Sunday at Glen Helen

19 JULY: MORINI RIDERS CLUB CADWELL PARK TRACK DAY

Make a note in your diary now ! Your chance to circulate in the company of the greatest number of Gileras to be found in one place at the same time in the U.K.

21 JULY: GILERA NETWORK ANNUAL GENERAL MEETING

An opportunity to have a say in the future of the Gilera Network and also swap hints, tips and boasts with other Gileraphiles. Venue not yet confirmed, but we will be sub-letting the MRC marquee again, probably at a pub with camping somewhere not too far from Cadwell Park.

Road Tester's Gems No. 7

The Gilera Nordwest is so different and so much fun it could yet be bike of the year.

BIKE October 1993 !



A B300 Twin of the type owned by two of our members



Nordwest twins ? - well certainly distinctly similar in appearance !

TT Meeting

Gilera Network TT Meeting 1994

Glen Helen, Mad Sunday 12 - 2

Dave Morris will be there to greet any members going over this year. A 'club run' is on the cards weather permitting.

MUGS

OK, I give up. Thank you all for bearing with me for so long on this. As a result of the terms of our bank account we need to avoid writing too many cheques in one month so you may not receive your refund immediately.

However, when you do, a pair of network logo stickers will be included as compensation for being so patient. We still have the art work, so if anyone knows anywhere that will do a very small batch of mugs let me know !

The GeN ISSUE #9

Whats coming in the next issue

- Northwest Frontier - season opening meeting reports
- More Faults and Fixes, Feedback, G-Mail
- EGM and BMF Rally reports
- Classics corner - please send me a photo of yours !
- AGM and Morini RC Cadwell track day details
- Subscription renewal/members list form

Closing Date for GeN#9 31st May