

# Editorial

Membership is at an all time high of 168, but as several machines have changed hands, contraction following renewal time is inevitable. Even so, with the competing attraction of the British GP on the same day as our AGM we could be in trouble ensuring a quorum for the meeting. So if you aren't going to the GP and have not yet decided on the trip to Belchford put the 21 July in your diary **now** if you want the Gilera Network to continue.

Eagle eyed readers will notice a substantial amount of text in this issue in a larger font size than normal. This is partly to bring attention to important items like the track day and AGM, but mainly because for the first time I was short of material for 'The GeN'. Now I could have filled up the pages with my prattle, but that isn't really the point of publishing this newsletter. I am sure you all find my 'exploits' in hill climbs and mechanicing mishaps rivetting reading but some contributions from the 'silent majority' would be far more in the spirit of the Network. So get out those pens, pencils, PC's or if you prefer send me dictation on audio tape ! It has to be recognised that perhaps the first rush of enthusiasm and steep learning curve of hints, tips, faults and fixes is over and that the most pressing technical questions have been answered, but nearly everyone has some personal experience with their machine which might benefit others.

The classic Gilera owners may feel that they get very little out of their membership. If nothing else, however, they can use the members list to make contact with other enthusiasts for their particular model. The new format will be better for this so take advantage of the new form enclosed with this issue to give contact details.

Remember the success of the GeN relies on "chiefly yourselves".

Now read on . . . .

## Spring Gathering and Extraordinary General Meeting

Despite not too brilliant weather again this year there was a reasonable turnout at the National Motorcycle Museum on 14 May. As it happened it also coincided with a Morini Riders Club Chairman's run and there were contingents of BMW and Yamaha Virago riders visiting on the same day. Even so it was nothing like as crowded as last year and all the Gileras were able to gather together by the main entrance.

### Paul Virgo's Black and Yellow Nordie at the Spring Gathering

First to join me was Paul Virgo on his black and yellow Nordie. This bike was apparently a personal import from France, and as well as featuring the unusual colour scheme sported an F.P.M. 'road' silencer. This is the only one in the country as far as I know. Others soon arrived with Andy Wallington and David flying the Saturno flag. Unfortunately no GFRs were in evidence.

The official business was conducted in the cafeteria during which various topics were discussed including the latest impressions from David of Piaggio's visions for the Gilera name. Most importantly though, following a proposal

by Brian Pashley the meeting unanimously agreed that the subscription for 96/97 should be set at £9, with overseas rates adjusted to allow for increased postage.

Exhibitors' passes were handed out to those able to help out on our stand at the BMF Rally the following weekend and Nigel Lee told us about the FORZA ITALIA event as part of the Festival of Motorcycling at Donington on 9 - 11 August. See page 15 for details.

Of great interest to everyone was a dismantled starter clutch which David had brought along to demonstrate how to take one apart. The dog-eared state of the roller retaining spring on this particular unit confirmed that this item is a likely cause of failure. Unfortunately it appears that the spring is not available as a separate part even for a Ducati.

**James Hardy has advertised his Northwest via the G-Net Bulletin Board System:**

## FOR SALE

"My 2-tone Blue Nordie is up for sale. I bought it for my wife who is now expecting twins! Guess why its up for sale! Its got 1400Km on it, 1 previous owner, 1000 Km old:- new cambelt, O-ring chain and sprockets, Acerbis hand guards, front Hi-sport etc. Bike is in top condition, asking 2850 pounds sterling."

Contact the Secretary if interested.

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**John Rushworth has a special alloy rear sub-frame for RC/Nordwest available for £50.**

**SEE PAGE 9 FOR MORE ADVERTS**

## NORTHWEST FRONTIER

### 'Manx Mountaineering'

To call the Ramsey 5000 event a hill climb is something of an understatement. Compared with courses like Hartland Quay or even Gurston Down it is a real mountain ascent !

The 604 had shown reasonable promise at the first two meetings of the year but the chance to stretch its legs on the Island was eagerly anticipated. In view of the continuing problem with pressurisation of the cooling system I acquired a complete set of new cylinder studs and nuts from Bob Wright as 'insurance'. A new radiator cap seemed to help at sensible road speeds but there seemed every prospect of having to get the motor out at some stage.

Booking the ferry and accommodation had been fairly fraught but Nigel and I set out on Wednesday morning for Heysham in good spirits. Most of the other NHCA riders were on the same sailing and the crossing was pleasantly whiled away exchanging banter. The room at the Viking Aparthotel in Ramsey proved very comfortable and after a drivers/riders briefing those with road legal machines dashed off for some unofficial practice. Apart from confirming my belief that the trickiest part of the course would be Waterworks I am not sure that the couple of tours up on open roads were actually much benefit. At least they gave the opportunity of zapping a whole convoy of Ferraris similarly engaged.

The big day dawned rather chilly and cloudy with rain looking very likely. Waiting for that first run was nerve racking to a greater degree than any other hill climb or even road race I can remember. Given both sides of the road the lines were utterly different and as I had suspected Waterworks 2 was particularly daunting. I reached the finish with a great sense of relief as well as achievement. It was soon apparent that Nigel on his CR500 special had every chance of being King of the Hill. After a warning from the NHCA meeting secretary to keep both wheels on the tarmac going back down the hill Nigel refrained from his usual

stoppie display. To the delight of the marshals, however, he couldn't control the showman instinct as he free-wheeled back down the TT course side-saddle and at one point took both hands off the bars for a photographer !

The threatened competition from the local riders was not as strong as we had expected. A Husqvarna 610 was going well and also a TZ250 racer. An RD 350 LC rider obviously knew the course, but two of the FZR600 riders

Nigel set FTD at just over 142 seconds almost exactly 20 seconds quicker than my best time. A bit of research of Joey Dunlop's V Four Victory video shows he does the same section in around 120 seconds !

Network member Ian Beattie had got his Nordie with him as well as a hill climb KX500 so after the 5Km event we went for a 'gentle' lap along with Jim Rolt on his Harley. Yes - Harley ! Jim is a very quick rider and his 1200 has some special bits inside. Despite never having been to the Island before he won the 1300 class beating an 851 Ducati. Robin led the way as three thumpers and a thumper X 2 travelled the course on the uncannily quiet roads.

The first day of practice for the 'short' hill saw us get three runs up the 2.2 Km course which finishes not far after the Gooseneck. By now we were getting to know the climb but everyone was treating it with the respect that any part of the TT course deserves. Robin switched to his 350 KTM for this event but could not quite match the top speed of the

RD. The after-racing excursion on this occasion took in a trip to the south so that Jim could be introduced to the delights of the 'Sloc' road which is used for a classic car hill climb. We decided it was far too hairy for bikes. Ian and Robin took the opportunity to have a go on the 604, which despite the poor mid range carburation was honoured with the accolade of "different" by Robin.

Overnight rain did not augur well for the 'timed runs' on Friday but Mona smiled on us again with bright weather by the time it was ready to run. I scared myself a bit on the first run by going into the left-hander before the Gooseneck rather too fast and wide. At least the adrenalin helped me to get a toe down round the Gooseneck itself for my best run of the day. By the last run

there was oil at the Hairpin and I was definitely in "let's get me and the bike home in one piece" mode. So much so that a very hard ridden 650 Tricati pipped me by a second or so. This time we took Jim up Tholt-y-Will and then let him lead the way to Douglas from the Bungalow and then back to Ramsey via the coast road.

The presentation dinner at the posh hotel where the car drivers were staying proved a bit subdued compared with the previous evenings in the bar at the Viking in company with the marshals. They had come by coach and represented race circuits all over the mainland including Mallory and Silverstone. They were great fun as the Guinness flowed freely. I had never seen condoms inflated on heads before!

The twisty sprint at Jurby airfield was almost a wash-out. One or two riders elected not to bother in the heavy rain and Nigel just fooled around for the first two runs. Once Robin got the KTM in front of him however he put on his race face for the last run to give him a clean sweep in all three events. Robin was pleased to beat the RD350 and happiest of all was Ian Bennett on his 580 KTM thumper which had been plagued by ignition problems cured finally by super-gluing the magnets back on the rotor and padding the gap with plastic metal. On his last run he really went for it in the wet and saw off the remaining FZR600.

Overall the whole four days were a truly memorable experience and a wonderful way for me to celebrate 25 years of going to watch the TT or MGP. After Lerghy Frissel, Gurston Down was almost an anti-climax, but the very first run proved that the work on the 604 had been worth it with a time within a few tenths of my best last year and more speed through the finish. By the third run in the dry practice I got down to 40.87 and 84 through the finish - nearly a second quicker and 5 mph faster than the standard

bike. The timed runs the next day were wet and the remains of a big dump of oil from a blown car at Carousel did not inspire confidence. In the absence of the class championship leaders I was actually in the lead after the first time run. However, by the end of the day it was virtually dry and I could not match a 640 Rotax engined special. The expansion tank filling problem is manageable for hill climbing at least, but the sight of me giving the Nordie a 'blow job' to persuade

#### 604 at Ramsey Hairpin

got carried away. One high-sided only 100 yards from the start (I suspect brand new tyres still showing the remains of the labels were a factor) and the other came off at Tower Bends. Fortunately neither was seriously injured. There certainly was a shiny/bumpy patch on the tight line through one of the very fast left handers. I had a skitter from the rear wheel on one run there with half the horsepower.

Although I hung on to Robin Sims on his standard Nordie for the first run he ended up 5 seconds quicker than me by the end of the day. He was running 14/43 gearing and given the obvious power advantage of the 604 I elected to use a 15 tooth sprocket. I was getting about 3 mph more than Robin through the finish just past Guthrie's at 101. Perhaps if I had geared down I might have closed the gap a little, but then Robin has been NHCA 350 champion.

#### Nigel Windys posing next to his CR500 and the '604' in the Isle of Man Hill Climb 'paddock'

coolant back into the radiators causes much amusement.

Looking forward to Loton !

✠ Pete Fisher

## CAM BELT NOTES

A few points have come up when people have been changing cam belts. 1. The cam wheel locking tool is not suitable for locking the engine to release the rotor bolt. Put the bike in top gear and stand on the back brake to lock the engine. I do not think the tool is of any benefit when changing the belt. It is only useful for locking the cam wheels if you want to remove them and need to get the nuts undone. 2. When using the puller, put the thread protector in finger tight. Screw on the puller body and hold it with a suitable spanner then tighten the extractor bolt, TAP the end of the bolt. The shock should break the grip on the taper of the crank shaft; if not, you have not tightened the bolt enough. Try again. 3. When the rotor comes loose it will drop off unexpectedly and it is heavy so put something soft underneath to catch it just in case you don't hold onto it.

## NORDWEST / RC600 FUEL TANK FILLER

The plastic fuel tank used on the Northwest and RC600 has a design weakness. The threaded filler neck can break off if the cap is overtightened. Overtightening is easy because plastic cap against plastic neck means high friction and little feel of how tight it is. Also it is natural to make sure the cap is tight to prevent leakage. What is not apparent till it breaks is that the threaded part of the neck is fitted over an inner spigot. The spigot is part of the tank and the threaded part is attached to it at the bottom. It is not very well fixed at the top and I think that is a lot of the problem. If the threaded part has come off and is stuck in your filler cap you could be excused for using strong language. I would suggest that you carefully saw your cap in half so that you can get the threaded part out undamaged. If you can repair the tank you will only have to buy a new cap which is a great deal cheaper than a new tank. The problem with repairing it is the type of plastic. The properties that make the plastic inert to petrol also make it resistant to glue. A couple of people have used the epoxy repair kit that you get from Halfords etc called JB Weld. The two part glue comes in a double syringe and is intended to be used for

glassfibre type repairs. I think another good option is super glue. It sticks to most things eventually. Wash the inside of the threaded part and the outside of the spigot with a good solvent, electrical contact cleaner, cellulose thinners etc. When it is dry, rough the two surfaces with fine wet and dry or sand paper. Carefully coat each surface with "thin"(penetrating) super glue and leave it to dry, this will take several hours. Rub it down lightly, this will prove it has got a grip on the plastic, if it flakes off do it again and again until it stays. Like I said super glue sticks to most things eventually. Now you are ready to stick the two parts together. Make sure that they fit together easily and then lightly coat each surface and slide them together in one quick movement. If you hesitate half way they will stick and then you are stuffed. Leave it to dry for at least 24 hours. That is how long super glue takes to reach full strength. If the two parts are a loose fit use "thick"(gap filling) super glue to stick them together. You will get these glues in a model shop at about £3 a bottle. If you think there are gaps after you have stuck it you can always run more glue into the joint. Don't forget to let it dry. The idea of super glue taking a long time to set may seem odd but it only goes off when it is NOT in contact with air, so a coated surface takes ages. The more care you take the better your repair will be and the longer it will last.

## STARTER CLUTCH UPDATE

Spares GB quoted me £100 inc. VAT for the inside of the Ducati clutch and they do not sell the spring separately. They said they sell quite a lot of clutches so it is not just us that has a problem. Anyone know a source for springs?

## SPARK PLUGS Northwest - RC600 - Saturno

The original Champion spark plug is probably not the best option and Champion are not widely

available in bike shops.

NGK normal equivalent is DPR 9 EA 9 or you may try DPR 8 EA 9 in very cold weather. Alternatively use the DPR 9 EV 9 it has a wider heat range and should last longer. I thoroughly recommend this one. I have used "V" rated plugs in three different bikes and I have found easier starting and better idle on all of them.

Nippon Denso recommend X27 EPU-9 which is a non resistor plug. You do not have to have a resistor as you should have one in your plug cap. But you are more likely to find resistor plugs on the shelf so look for X27 EPRU-9 or X27 EPRZU-9 which is the wide heat range plug.

Oh one small thing: These plugs have a different hexagon size to the Champion so the plug spanner in your tool kit will not fit. Life is just never that easy is it.

## NORDWEST FORK SEALS

Nigel Windys has been using "Leak Proof" seals and reckons they do not last. So it is back to the tried and trusted "Vesrah" seals. The size you need is 41mm X 53mm X 8mm and the good news is that loads of bikes with upside down forks use this size. Vesrah will probably be cheapest but here is a list of some of the common bikes that use the same size.

### KAWASAKI

KR 250. KLE 500 A1-4. ZR 850 C1-3. ZR 750 C3-4. ZX 750 M1-2 & L1-2 (ZXR750R). ZX 900 A1-8 (GPZ900). ZX 900 B1 (ZX9R upside down). ZG 1000 A1-9 (GTR1000).

### SUZUKI

GSF 400 M-N-P-R. DR 650. DR 750. GSXR 750 F-G-XE-XH-SKB. VX 800. GSXR 1100 G-H-J-L-M-WP-WR (upside down). YAMAHA FZR 600R. YZF 600R. YZF 750 R-SP (upside down). TDM850 A-B-D-E. FZR 1000 till 93 (upside down). FJ 1100. FJ 1200. HONDA (off road). XR 250 RG-RH-RJ-RK-RL-RN-RP-RR.

### KAWASAKI (off road)

KX 250 G1-H1-H2 (upside down). KX 500 E1-3 (upside down).

I would be pleased to get any feedback on how different makes of seal perform.

## WORK SHOP MANUALS Modern Gileras

Manuals should be available for all the more recent Gilera models. Order them through Bob Wright Motorcycles 01934-413847. He may have it in stock, if not it will have to come from Italy via Piaggio and may take a few weeks. Cost should be about £20 each. Some of the not so recent models that were never officially imported may only be written in Italian but the pictures and data are still worth it if you do not speak the language. If you have a problem getting one give me a call.

## GILERA NETWORK MOTTO and COAT OF ARMS COMPETITION

Every club should have a motto. I would like to propose a motto for the Gilera Network: "Help Us To Help You" or how about: "Share and Enjoy"

The motto will of course be in Latin. Which should it be or do you have a better one? Do remember that it should reflect our aim to help each other to enjoy our Gileras. Anybody want to design us a coat of arms? If you do and we adopt it you will get a years free membership and you will ensure a place for yourself in the Network history book. It does not have to be a finished work of art just send me your ideas.

## BMF RALLY

Despite the gales and occasional rain more than 51000 people attended the BMF Rally this year and the Gilera Network were there in the thick of it. Piaggio kindly helped out with the cost of the Marquee hire and as Pete was away hill climbing in the IOM Alison was wholly responsible for bringing a car full of stuff and making an excellent display in the tent. There was a good

turn out of Gileras and Network members. You will read about the events in other publications so I will limit this report to Network news: Mike Riley and I rode in the club parade on Sunday morning and found out how well wet red cinder track sticks to motor bikes! Ian Calvert rode in the "moped endurance race" but sad to say not on a Gilera. I have no idea who won but I don't think it matters much. It has to be the funniest racing I have ever watched and perfectly suited to the venue. The Calvert clan has recently signed up a new member with the arrival of Junior 2. Mother and baby are doing well, as they say. Very well I would say judging by the

bike. Mike Riley is having a new stainless silencer made which is internally based on the original so it should work well and not be too noisy. More news once it has been tested. New Network member Paul Virgo turned up on his black and yellow Nordwest. It has an FPM silencer which looks and sounds great. An added benefit of this ally can is that it is slightly longer than the original so the indicator does not go black. Welcome to the club Paul. A gorgeous 1959 Gilera 175 Extra turned up on Sunday morning. But No it was not a 175 it was a 250. If you read Classic Bike you will have seen this bike featured last January. It stared out as a 175 but then Laurie Richardson got hold of it. Restoring it was not enough for him, he turned himself a new barrel, fitted a Kawasaki con rod and a Honda piston and produced the bike that Gilera never did. He is using the standard cam at the moment but a modified one is on the way and then Laurie reckons it should be perfect. Talking to Laurie it all sounded so easy that I wonder why more people don't indulge in this sort of mix and match tuning! What a gorgeous little bike. More details of this bike will feature in a future GeN. We met several owners who were interested in joining the GeN and a surprising number of people who wanted to know where they could buy a Gilera. Looks like more people are realising what good bikes they are. Thank you Alison for all the time and effort you put in over the weekend on behalf of the Network. A good weekend and an amazing show. I think we should start planning for next year now.

enjoy a Saturno so I chose a cross country course. From Croydon through Dorking, Cranleigh, Hazlemere, Petersfield, Corehampton, Eastleigh and then it started to rain but I had run out of country lanes and was on the M27. I was soon off the motorway and heading through the New Forest. The rain stopped and I got to New Milton having had a thoroughly enjoyable ride. I rode into the car park to be greeted by Claudia and Geoff who had arrived a few minutes earlier on Saturno and Nordwest. Now you cannot look round museums on an empty stomach so we set off to find a pub. Several days later we arrived at an excellent hostelry and after sampling the water and topping up our calories we trekked back to the museum. The chap selling tickets smiled and said "If you had gone the other way there is a pub just round the corner," Maybe we should have mentioned our intentions to him BEFORE we went! The collection of bikes is amazing. Many have a description that includes a phrase like "The only one in the world" or "Believed to be the only surviving example". There is no real theme to the museum and there is everything from ex GP and record breaking specials to one-off prototypes that never quite made it. The Museum has out-grown the original premises, they have forty bikes that they cannot display. By the time you read this they will have moved down the road to a bigger better location, big enough to even have a restaurant! If you ever find yourself near Southampton with time to spare, Sammy Miller's Museum is well worth a visit even if he does not have a single Gilera on show (not yet).

✠ David Champion

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## ISLE OF MAN EXPLOITS

Congratulations are in order to Gavin Lee for coming second to Joey Dunlop in the Ultra-Lightweight TT. We would have preferred to see him on the Saturno in the Singles entry, but as he clearly had a very much more competitive bike for the same 'race' we quite understand !

### Laurie Richardson's 1969 250 Extra

big smiling faces when they turned up at the Network tent. Congratulations. Junior 1 has got the hang of unaided bipedal motion (he can walk) and is travelling everywhere at full speed with a glint in his eye every time a bike comes into view. He will be on the Saturno before long. Brian Pashley is looking forward to have the Meccano removed from his arm any day now. His wrist seems to be healing well. All the best Brian -- I bet you will enjoy getting back on the

## VISIT TO THE SAMMY MILLER MUSEUM

Sammy Miller has been running a motor cycle museum at New Milton in Hampshire for many years and I decided it was about time I went and had a look. Sunday 21 April. The early morning weather was good but had the appearance of not staying that way. I could have gone most of the way on motorways but that is not the way to

## FOR SALE & WANTED

### NORDWEST FOR SALE

Only 4500 Kilometres from new.  
Only seen the rain twice.  
Only the best Nordie in Nottingham.  
Only blue on blue available.  
Only seen the tarmac via its tyres.

**Only £3100**

**For this one time only opportunity call Quentin in the evening on 0115 925 7399**

Gary Rowe has the following  
Nordwest parts for sale:

Barrel & Piston £200  
Starter £50  
Radiator set £50  
Belly Pan £10  
Carbs (2 sets) £50 each  
Mirrors (X 2) £5 each  
Handlebars £10  
Rear foot rests £10 pair  
Indicators £5 pair  
Air Box £5  
Tool Box £5  
Rear sets £25  
Alloy fairing bracket £5  
Cambelt cover £5  
Gearbox sprocket cover £5  
14 tooth sprocket £5  
Generator £25

Phone : 01952 253549

## WANTED

## DEAD OR ALIVE

The so and so who nicked the rear left  
hand side panel from Pete Myers  
Nordie while it was parked at the BMF  
Rally.

As this is a white and pink model it  
might just be a bit obvious on the  
average blue/blue bike, so keep your  
eyes open.

Any information - contact the  
Secretary. I can only offer Pete a  
terminally battered black item - can  
anyone else help ?

# 'G - Mail'

## ☞ Nigel Lee

In GeN#8 Events Diary you make no mention of 'Forza Italia' - "a celebration of Italian motorcycling and life in general" so it says here. I have therefore enclosed a copy of an advert that appeared in 'Supermono', the club magazine for single cylinder racers. I know where I'll be on August 10/11th.

My Nordwest has barely turned a wheel since its last serious outing on November 4th '95 when I raced it at Silverstone in the annual M.C.C. Time Trials. I entered four races ranging from open singles and twins to production (road) bikes up to 500 cc ! In three of these races I came up against Ian Calvert on his Pioma converted Saturno. We had three excellent scraps which went to the wire on each occasion with Ian coming out on top on each dash to the flag. However, I did pick up a second class award in the 20 minute Time Trial for Production bikes up to 500 cc. Great fun but some engine work is definitely on the cards for '96.

See page 15 for more details of 'Forza Italia' - Ed.

## ☞ Geoff Dawson

Just a few words to advise you that I have now sold L651 VNL and to the extent that I am no longer a proud Gilera owner but a Suzuki Bandit (600) owner.

As a consequence it now seems unlikely that the Scottish Gathering will achieve meet No.2 at or near Loch Tummel ( Great Pity).

Please keep, as my contribution to the 96/97 year my 'mug money' and also I wish you and the GeN every success in the future.

I've still got a 14 tooth cog (12000 Km), Gilera grips and reflector which are available (free) -

postage to be paid (maybe) [ phone 0191 2321793]

I got an offer I could not refuse !

I am sure we will all miss Geoff's regular reports on his Nordwest - it must have been a very, very good offer ! - Ed.

## ☞ Sean Clarke

I've only had my Nordie now for a week - so I guess I'm one of the new boys on the block !

Why a Nordwest ? After all there's a lot of more reliable competition, still in production and better spares, sales and service back up. But they're not so unique are they ? And they'll all be out cornered and out braked by the Nordwest, which I think is drop dead gorgeous. But more importantly for me a biking friend ( on a 916 SP no less ) told me there's no better fun bike available, and gave me 6 or 7 road test reports. All of which were, in the main, glowing. That was it - the clincher !

I advertised in M.C.N., got around 7 replies (92 - 95 and £2300 - 3300), and decided to zero in on one living in Glasgow. Dec. '93, 2 owners, 4 K Kms and described as "mint". Sight unseen, I bought it ! Crazy ? Maybe, but things smelt just right.

Do you know when I first saw a Nordie in the flesh, yet alone sat on one ? Yep, the morning I flew up to collect and ride it back to Wicklow ! I wasn't disappointed - the bike looked and sounded (when it eventually started, having laid up for months) great, no marks, rust, damage or any fault I could see. The lady owner was lovely and really helpful - she had done the grand total of 200 Kms. in a year.

Off I headed, with my 12 year old son on the back, down the motorway, heading for Stranraer. The bike pulled like a train, with that lovely frenzy over 4500. I liked it already! A cold day but thank god it was dry as I in true travellers fashion made Stranraer at 14.55 - the ferry left at 15.15 ! Plenty of time.

From Belfast/Newry/Dublin/Wicklow the bike was perfect (except for the cut-outs !), but to calm any

niggling doubts it was booked into one of the best bike shops over here and ther it still lies. Problems ? No not really. The bike is getting a full going over, service and (because of what was in GeN#8) a new cambelt - just for peace of mind. The initial verdict is of a mint, straight, unaltered bike, whose only fault so far is a possible head gasket leak. Let's hope the final verdict is as good.

Any ideas on the latest rubber ? Should I stay with Hi-Sports or change to MT60's, what about the new Bridgestones ? I've been told the Hi Sports may be an overspec and that the Pirellis can handle anything the bike can do - they're also cheaper and have much better wet grip.

I'm really looking forward to the bike coming out as it is the ideal bike for our Irish B roads, which in general are dreadful - but great for a Nordie. My other bike is a heavy cruiser (300 kgs !) so you can imagine the difference there's going to be for me handling the machine around twisty mountain Wicklow roads.

Keep up the excellent Network - it really is a lifeline, without which I couldn't feel as comfortable owning and staying with the Gilera. Increase the sub. to £10 ? It's a very small price to pay for such help, knowledge and encouragement. Many thanks to the kind peopple who give so freely with their expertise.

Thanks Sean - glad you are pleased with your Nordie. So far as tyres are concerned I can personally recommend Pirelli Dragon (Corsas). More 'neutral' than Hi-Sports I reckon, but the '604' can still make the rear struggle for grip even in the dry - Ed.

**A bit short on letters this issue folks - lets hear from you for GeN#10. What has happened to all the GFRs ?**

② PSF

## Classics Corner

Classic Gilera of the moment seems to be the very rare B300 twin. I had been under the impression that there were only a couple in the country, but 'new' ones seem to have appeared suddenly recently. New member **T.K. Gardner** writes:

".... The reason for this was the fact that I had been asking around if anyone knew of anywhere, or anybody could help me with any literature ( hand books, manuals, parts lists etc.) relevant to a motorcycle I purchased two weeks ago, perhaps hastily, not knowing much about the marque, and less about the particular model.

But as you probably know, if you fall in love with a bike on sight there's not much anyone can do with a motor cycle nutter if he makes his mind up.

Down to facts:- the bike is a GILERA 304 cc OHV FOUR STROKE TWIN (1959)

Apart from the need to purchase any paperwork relating to the model, my immediate need is to find out a few simple things which in the absence of handbooks etc. are far from simple. Firstly I need to know where to find the oil level, what type of oil, and what quantity is required ?

On the front of the crankcase there is a threaded hole which according to an old photocopy has a hexagon plug in it. On my bike, instead of the plug is a 3 inch long piece of steel tube screwed in, in place of the plug, and from that a piece of rubber tubing leading under the tank to the rear

of the bike, obviously being used as a breather. Although at the rear of the crankcase on the left hand side there is what is obviously a breather consisting of a cap and tube with holes in, and a rubber or composition ball, underneath it. I would have thought that the type/grade of oil must be important, as the one oil apparently lubricates the engine, gearbox and primary chain. Another point I would like verified is the correct type/grade of spark plugs required for this model."

I have put Mr. Gardner in touch with Raymond

### Geoff Duke astride a Gilera Four at the Silverstone Classic Festival on May Day

Ainscoe and Ged Gilligan who I am sure will be able to offer some assistance.

Another B300 (but this time a basket case) has changed hands twice recently, and yet another complete machine appears to have been imported only recently. Raymond reports that his is going well but doesn't live up to the expected performance of two 175 Gileras combined !

As a result of a lack of advance publicity there appeared to be only two Gileras present at the Silverstone Classic festival on May Day. One was my blue Northwest. The other was a red four-cylinder model ridden by no other than

Geoff Duke.

I am fairly certain that this particular four is owned by John Surtees, because the very same machine was at Italia '95. The event was billed in MCN as featuring a 'race' between Surtees and Duke, re-living their exploits at the Hutchinson 100. Geoff only did one lap on the Gilera in deference to what I believe is a problem with his ankle which makes it difficult for him to change gear, but what a pleasure to see and hear.

Whilst on the subject of Gilera's racing pedigree here is a picture of a Saturno outfit provided by Jim Reynolds. Outfits were raced regularly by the factory and in the hands of Ercole Frigerio gave Eric Oliver a run for his money. It is interesting to note that the 1952 Saturno 'Bialbero' produced 45 BHP at 8000 rpm as compared with a standard Northwest's 45/46 at the rear wheel at 6750 rpm.

### Saturno racing outfit in the paddock at Monza

✦ PSF

## NORTHWEST TOP END STRIPDOWN

### SEQUEL

With the aid of a one-off solid copper head gasket and some sealant recommended by the mechanic who services my car the 604 has now covered around 350 miles and 5 hill climbs including the Isle of Man.

The bad news is that it seems pretty certain that at least one of the cylinder studs has stretched. Having the head off three times in rapid succession and tightening to the higher torque recommended by Frigerio seems to have been too much for the studs. At least they seem to be still holding the required torque, and performance is not suffering. At first all appeared well, but at the Wadebridge meeting the signs of excess cooling system pressure started again. The symptoms only occur when you rev the motor really hard. No sign of coolant being sucked in to the combustion chamber, just progressive filling of the expansion tank.

The carburation is proving troublesome. Top end is very good, and starting and slow running to 1/4 throttle are OK. So long as the throttle is not snapped open too wide at low revs all is well, but if you do there is a huge flat spot. The needles have been up and down like yo-yos to no avail. Big singles are notoriously difficult to set up throughout the range and with bigger carbs the gas speed probably drops too low. No wonder Gilera went for the two stage set-up which copes very well. Carbs with accelerator pumps might be the answer I suppose.

The good news is that I have managed to acquire another complete head from Gary Rowe, so if the problem is a porous/warped casting, substitution should cure it.

So that I could find out just how much power it makes compared with Nigel and Gary's motors I took the bike to Stuart Royle at Specials in Stoke on Trent for dyno testing. This also gave the opportunity to check on the carburation.



The bike was given several runs which showed that basically the jetting was almost perfect. The flat spot when whacked open appeared at exactly the same point in the rev range as on Nigel's motor, but if anything Stuart reckoned the stuttering was worse. Using the 'choke' didn't seem to improve the response and it seems that it is simply a result of the oversize carbs and something that has to be lived with. The CO readings did suggest though that the next size up in main jet might be worth trying.

OK - so what did it do ? Well considering that some compression must be being lost by what ever route is pressurising the cooling system I was more than happy to find to see a peak power figure of 55.3 BHP (DIN) @ 7250 rpm tailing off to 52.8 @ 7750 just short of the rev-limiter. Stuart was impressed with the torque which was almost dead flat at around 40 ft-lbs from 5500 - 7500 rpm. This is a couple of BHP more than Nigel's motor which although still only 558cc runs a CR of 11.5 + and was tasetd with a less restrictive silencer than the F.P.M. unit. Still some way to go to match Gary's 59 BHP at 8000+ ?, but that's for his 100 mm bore motor (581cc) running soecial cams, high compression and 35 mm Keihin CR smooth-bores.

Stuart reckoned it would be worth removing the last silencer baffle section and jetting up accordingly. I hadn't realised that this is actually blanked off a few inches into the silencer, which gave a problem getting the CO sensor in the right position. Frigerio mentioned doing this, as it is quite easy to grind away the three small tack welds which hold it in place.

See page 18 for acharts incorporating these results and those included in John Rushworth's article 'Power more Power' in GeN#1. To make sure you can see what is what this time and also use up some of the excess space due to lack of material I have devoted half a page to them.

✠ Pete Fisher



The Morini Riders Club have invited us to attend their excellent track day again on Friday 19 July.

Those who have been before will need no encouragement. Leathers are available for hire if you need them. Light glasses need to be taped and stands wired up, but facilities will be available at the circuit (*but no fuel*). If you enter before 30 June it will cost you only £47 or thereafter £54 for 6 twenty minute sessions.

Give me a ring and I will send regulations and entry form. The Rudge Owners and possibly the Vincent Owners may also be in attendance so it should be an interesting mixture of machinery.

The day provides a wonderful opportunity to meet up with other Gileraphiles even if you don't fancy taking to the track.

✠ PSF

# A.G.M

The Annual General Meeting of the Gilera Network will be held at The Blue Bell Belchford Lincs. at 11 am. on Sunday 21 July 1996.

## AGENDA

1. Apologies
2. Minutes of the 1995 AGM
3. Chairman's Report
4. Secretary/Editor's Report
5. Treasurer's Report
6. Items submitted by members.
7. Any other business

Items for discussion should be submitted to the Secretary in writing by 14 July.

Belchford is off the A153 Horncastle -- Louth road about 5 miles from Horncastle.

This is the same venue as last year and we will be sub-letting the Morini Riders Club marquee. They tell me that this year there will be additional toilet facilities !

There is camping on site at the rear of the pub which does meals. Cadwell Park is only 5 miles away so why not make a weekend of it ? Yes, I know it is the British G.P. ! The date was determined by the availability of Cadwell for the track day.

## FORZA ITALIA

### AUGUST 9-11

## DONINGTON PARK

Here is the information Nigel Lee sent me concerning this weekend.

"Welcome to FORZA ITALIA! - a new concept for the U.K. but a well-proven one in Europe. FORZA ITALIA is a great festival of all things Italian with the obvious emphasis on motorcycling. A weekend celebration of Italian motorcycling and life in general, including a series of International Races for predominantly Italian machines and their riders."

There are races for Sound of Singles, open twin-cylinder four strokes, Euro-Twins (B. o T T.s), Bevel drive twins, BEARS, 350 and 500 International Historic, Classic Formula 750s, Ducati singles and Scooters.

Of interest to some of our members may be a series of High Speed Trials sponsored by Chris Clarke Motorcycles although it is not clear whether you need a racing licenece to do these. Contact Julia Dodd, 50 Ferndale Road, Gravesend, Kent, DA12 5AE with a S.A.E. for regulations.

There is a rally over the weekend with live bands and a Concours d'Elegance. One make clubs will be putting on displays of their machines and activities. This is clearly what Italia '95 was meant to be last year. The problem is that I will almost certainly be on holiday then so basically if you want the

Gilera Network to be represented - **volunteers please**. There is no point arranging for a display if there is no one to organise it.

Some display material could be collected from me at the AGM, but unfortunately I wouldn't be able to borrow the display stand equipment from work over my whole summer holiday so you would need to organise boards of some kind. So if anyone is interested give me a ring and I will put you in touch with the club event organiser Jilly Penegar.

"There will be stands and stalls from leading Italian food and wine importers plus other Italian retailers keen to promote their wares. All the Italian motorcycle importers will have their ranges on display as well as many Italian specialist dealers both home and abroad. This will be part of "Bikesafe '96" sponsored by Norwich Union and will take place in the International Exhibition Centre adjoining the circuit."

Spectators Entry Fees for the weekend are £6.00 on Saturday, £8.00 on Sunday with a weekend ticket costing £12.00. For another £1.00 riders will be able to attend the Rally with all its attractions. Admission on Friday will be FREE with its qualifying sessions for the biannual World Police Motorcycle Road Race Championships.

✠ **Pete Fisher**

## 'feedback'

### TYRES

I am certainly very pleased with the performance of the Pirelli Dragon Corsas on the '604'.

They seem more 'neutral' than Hi-Sports particularly the front. This may be due to the '70' aspect ratio, and my suspension fiddling has certainly had an effect, but the bike is far less inclined to 'tuck in' at low speed and felt very stable at three figure speeds on the Island. Having said that, I found the pressures recommended by Pirelli disconcertingly high compared with factory settings. In the end I have been running the Hi-Sport 1.8/2.0 bar pressures for the road and a tad lower for hill climbs, whereas I used to run a touch lower than standard on the road with the Michelins.

### SPARES

A quick note to mention how easily Bob Wright has been able to supply various odds and ends which would not normally be considered parts that would be needed so early in the life of a bike. The 'other' petrol tap came in a few days and the longest I have had to wait was under two weeks for a set of cylinder studs. The 'back ordering' system (presumably Fowlers computer) certainly seems to have been sorted out. - PSF

## G\_NET

To give members without an Internet connection a flavour of what is going on, here are some messages posted recently on the G-Net BBS maintained by our PRO John Rushworth:

### Andrea Ranalli

Hi all, I'm the happy owner of a Dakota ER 350, I'd like to keep in touch with owners of the same model.

### Livio Vettore

Hi, I have a Gilera 150 5V Arcore built in 1973. Did you have an old Gilera? Did you have the same model?

### Tamia Piggott

My boyfriend is restoring an old Gilera 300cc. He has no Gilera contacts in Australia and is madly searching for stickers/transfers for his bike (or something with the original emblem that he can copy when repainting etc and any general information about Gilera's. If you can help, please email me and I will pass it on to him. Thanks! :)

### Bill Irwin

I have just made some changes to my Saturno in an effort to increase low end performance. I fitted a K&N1720 air cleaner and Taiwanese copy of a Dunstall silencer. The bike will now pull cleanly from 2500rpm rather than the previous 3000. The dyno shows power up from 13 to 17hp at 3000 and from 35 to 42 at 7000. Torque is linear throughout that range. The only downside is the NOISE. It sounds great on the open road but like a Manx Norton on a megaphone around town. Other than the removal of 25cm of exhaust pipe all changes are reversible.

### Bob Dysart

Hi all, just a couple of things: 1. some possibly useful info for NW owners and possibly others: an importer of Paioli Meccanica forks and bits is JPI Motorsport Services on +44 (0) 1280 700989, fax 710728 on the same area code. Their address is Unit C1, Lincoln Park, Buckingham Rd Industrial Estate, Brackley, Northants NN13 7BE. I don't know if they are much cop, and the price list I've got is for fork kits only and quite expensive, but they can get all service tools etc for

all Paioli stuff. Second thing is a question. Before I first bought my '94 Nordwest, an informed source told me that the carbs were the same as fitted to Yammy XTZ660's. Is this true? If so, is there a Dynojet kit available? Cheerz for now, Bob.

### Pete Myers

Just found you, very impressive, congrats to all. BMF at Peterborough, is the Gilera 'Tent' still on? If sio hope to see you there, mail me if you need any help.

### James Osborne

Hi ! Found you while looking for info on a RV125 Sport I'm looking at buying; is it masquerading under another name in the picture listings, or is there nothing here on it ATM? Either way, anything a prospective purchaser should know?

### Matias Munzel

Hi Bob, just found you post on G\_Net. Yes, this is true, as far as I positively know about the MuZ Skorpion having the same carbs as the 560 NW. And the Scorpion sports a Yam 660 single engine. My wife owns a 1992 Nordwest. Bought it new in Germany 1992. It was a downscaled 27 hp version. For Learners (1st 2 ys. of licence :-( and has been shop-upgraded with factory 46 hp-kit. But since then we are having dreadful carb problems, like failing idle, you close the throttle and the engine keeps on revving a couple of secs. Very nice in those quick, small turns :-(. Changing all gaskets and cleaning the carb/s didn't help much. Got any idea?? And what is a dyno-jet-kit?? We are now living in the Canary-Islands, lots of mountain roads and nice weather, but the f... bike won't go well. Cheers and hope this helps

### Bill Irwin

I am thinking about converting my 500 Saturno to the 600 NordWest motor. I have been told that the bottom end is the same on both motors and that the piston and barrel from the 600 motor can be fitted to the 500 with no other changes. Is this so? Anyone know availability and cost of barrel and piston for NW?



### Marcelin Rice

I'm owner of a Gilera MX1 125 (1989) engine is now that of a CX 125. I brought it over to England, but none of my mechanics want to touch it cos they don't know anything about it. Do any owner-manuals exist for it? Is any one interested in buying this kind of bike? thanks for your help.

### James D. Hughes

Hi G'freaks I am a biking nut in the home of the UJM. Live outside of Tokyo and have in my sole possession two Saturno's (black 500's), one with a frame # 00027, and a 750SS Duke, '93, red (what else). Saturno is just right for the roads of Japan, great torque, light weight, great mileage and a tank that can get me to the Japan Sea side and back. #27 was in a wreck (backended by a BMW), semi-repaired, and raced til the engine went. Think it is a cam belt, though I haven't opened it up yet. Gilera's were quite a shock at the track when they first came out, trouncing SR600's and doing nasty things to SRX 600's in

their first appearances. However, don't see much of them anymore because of the lack of support and parts. Saw one sitting forlornly at the side of the rode for weeks. Somebody pasted a 'I want to buy you' message on it but it never moved. Wow. Bike weather is here for about another two weeks before rainy season (monsoon) sets in, then into summer fun Hope this website will be with us for awhile as I can see we will all need parts and info.

### Saturno, Nordwest and 604 Nordwest Power and Torque Comparison

## MEMBERSHIP LIST

With this issue you should find a subscription renewal/ membership list form. If all goes well it will include the details which I already hold for you including the 'expertise' item. If you would like your entry amended just write in the alternative details before you return it. It would be nice if more people took the opportunity of at least including a telephone number, particularly those with the rarer models. The new improved membership list which will appear with 'The GeN#11' will include an index by machine type so that it is easier to get in touch with people who have a similar model. Meanwhile, welcome to the following members :

**Martin Bootten New Zealand SAT**  
**Mike Luscombe East Sussex NW**  
**Ian Nelson Bristol MXR+50**  
**Chris Aldridge Tyne & Wear NW**  
**Neil Atkinson London NW**  
**Sean Clarke Co. Dublin NW**  
**Jonathan Hallett Bristol NW?**  
**Stefan Aeschlimann Switzerland NW**  
**Johnny Baxter Co. Antrim ARC**  
**Ken Gardner Blackburn B300**  
**Simon Morris Surrey RC**  
**Paul Virgo Nottingham NW**  
**Stuart Bendy Hants. RC**  
**Stephen R Seager Cheshire NW**  
**Ian Scatchard W. Yorks. NW**  
**Pete Wollen London NW?**  
**Beverley Perkins Clwyd MXR**  
**Jody Gibbons Bath 50 Trial**

## NÜRBURGRING High Performance Course August 13-16th 1996

**Andy Wallington** sent me details of this course organised by the Nürburgring Riders Club.

This is the third British High Performance Course to be run at this ultimate circuit with 21 Kms and 72 bends. Geoff Duke, no less, rates it as the most demanding track in the world. The course aims to teach you the 'Perfect Line' spread over 3 days supervised by Chief Instructor Hans-Heinz Dilthey.

Groups of 10 riders are made up on the details in the application forms. If riders find their group's pace too fast or slow they can move to another group which suits them better. For the first two days each group does full laps with riders rotating behind the instructor. By the second day it's time for each rider to take turns leading a group. The afternoon ends with an assessment lap carried out by instructors concealed around the track.

On the third day riders have exclusive use of the circuit from 11 am. to 3 pm. when you can ride with whosoever you wish and at whatever pace. At some time during the course you also get a 10 lap session on the G.P. track with the opportunity to try out the new Schumacher curves.

The only way to get onto the 1996 course is to join the Nürburgring Riders Club. There are just 120 places. You use your own bike but it must be to MoT standard and be fitted with lights.

The cost of the course is £575 including three nights accommodation (sharing a room) and full board in the Dorint Hotel at Nürburg. You can find out further details from:

**Robin Helby -**  
**Tel & Fax: 01483 893159**  
**Email:**  
**100545,3642@compuserve.com**



## News

With this issue you will find  
'Campaigner' issue 7 - Summer 1996.

The General Council at Hatfield on 19

October looks like being a very  
important meeting so far as the future  
of the BMF is concerned. We will try  
and make sure at least one  
representative of the Giler Network

attends.

On this page you will see a certificate  
which I recently received from the BMF  
congratulating us on 26th place in the  
BMF Rally best club display  
competition. That may not sound too  
impressive, but when you consider the  
number of clubs that took part in the  
rally, which includes many local clubs  
as well as the national and one-make  
clubs, it was a very good result for our  
first attendance.

I would like to take this opportunity to  
thank everyone who helped  
out on our stand over the  
weekend and Shirley Pattison  
of Piaggio for agreeing to  
meet the cost of marquee hire.  
See David's report on page 8  
for full details. My biggest  
thanks are reserved for my  
wife Alison who took the  
display boards I had borrowed  
from work and the various  
posters, brochures and  
photographs which made up  
our display, whilst I was  
enjoying myself on the Isle of  
Man.

We have signed up one or  
two members who found out  
about us at the event so it  
was well worth being there.  
Next year perhaps we can  
achieve our objective of a full  
line up of 'modern' Gileras  
plus at least one or two  
classics.

❖ PSF

**Bob Wright advert**

WHERE TO GO - WHO TO KNOW

# Useful Names and Addresses

## GASKETS GALORE

Need a one-off head gasket for your demon high compression over-bored Gilera ? Gaskets Galore, 25 Manston Drive, Bracknell, Berks., RG12 7PJ - Tel/Fax 01344 429808 can make you a solid copper item so long as you have a pattern to work from. A used standard gasket will do nicely.

Cost for a .036 inch thick job for a Nordwest about £24.

# 1996 EVENTS DIARY

## 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. See page 14.

## 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 Gilera-philés. We will be sub-letting the MRC marquee again, at the Blue Bell, Belchford not far from Cadwell Park. See page 15 for agenda and details.

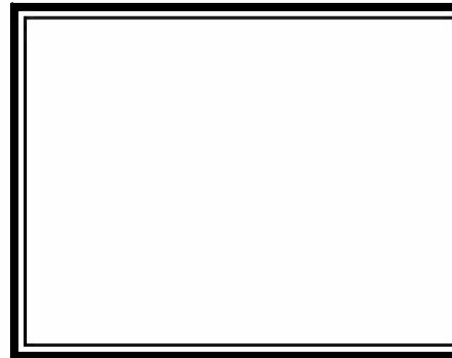
## 9 - 11 AUGUST: FORZA ITALIA AT DONINGTON FESTIVAL OF MOTORCYCLING

This looks like being a proper attempt at what Italia '95 was billed to be last year. Given the decent amount of notice and publicity it should be well worth attending even if we are not officially represented. See page 15.

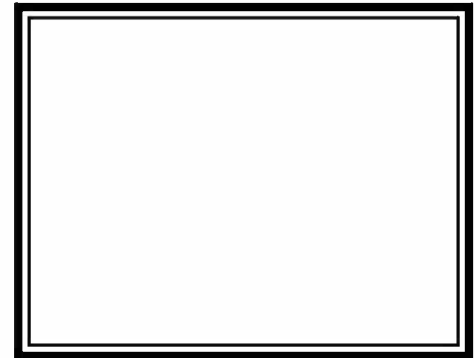
## Road Tester's Gems No. 8

Sit on the Gilera, blip the throttle and you know this bike is not just for looks.

GFR - WHAT BIKE ? October 1993



Gileras (and others) waiting to go out on the parade at ITALIA '95



Members gather machines outside the marquee at the '95 AGM

## SUBS DUE NOW !

In case you didn't notice the renewal/members list form enclosed with this issue, subscriptions for the 96/97 year to 31/5/97 are due now.

Sorry for any confusion caused to those keen members who dutifully paid up by 31 May but at the pre-EGM rate of £6. Just send your extra £3 with your form. All being well there should be a note on it to that effect.

## MUGS

A big thank you to everyone who elected to contribute their 'mug money' to the Network coffers.

Rather than raise cheques our Treasurer thought up the brilliant idea of offering a special discount off 96/97 subscriptions in compensation for those still waiting.

You should find a note on your renewal form indicating a special reduced subscription to 31/5/97 of £4 in your case.

## The GeN ISSUE #10

### Whats coming in the next issue

- NEW IMPROVED MEMBERSHIP LIST
- More Faults and Fixes, Feedback, G-Mail
- Saturno carburation modifications
- Classics corner - please send me a photo of yours !
- AGM and Morini RC Cadwell track day reports
- Nordwest Frontier, G-Net, BMF News

**Closing Date for GeN# 10 31st August**