

Editorial

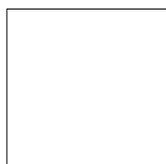
If all goes well you should notice an improvement in the quality of this issue. A more sophisticated Desk Top Publishing package and access to a 600 dots per inch laser printer should result in a noticeable enhancement in the clarity of the photocopies, particularly the images. Even better, it means no more hand cutting and pasting to make up the masters.

Following my appeal in GeN#10, Pete Myers very kindly volunteered to be Membership Secretary. You will find his contact details on the back cover, and all changes of address etc. should now be notified to Pete. David has done a magnificent job on the Fact Sheets which will be amazingly useful to everyone, particularly people who have just acquired a bike - "everything you always wanted to know about a Northwest but were afraid to ask".

1997 looks like being an action packed year for the Gilera Network, particularly for our members in Scotland - see pages 3 and 4. The Track Day/AGM Weekend promises to be better than ever. To ensure this event continues to happen in the future we need your support. After reading John's excellent article in GeN#10 I hope you are raring to get out on the Cadwell tarmac in August - see page 3.

Many thanks to all those who sent congratulations on the news of my impending introduction to nappy deployment and other delights of parenthood. I guess a sidecar on a NW is not really on, so perhaps I will look into part exchanging the Morini K2 for an old Guzzi outfit !

A Merry Christmas and a Happy New Year to all our readers.



Now read on ...

NORTHWEST FRONTIER

The hill climb season finished off well for me with a sub 30 second run at Hartland Quay. Not good enough to earn any points, but thanks to competing at several limited entry meetings at Loton, Gurston and Prescott it seems I managed to amass enough points to come equal 4th in the 750 championship ! Although I will attend the NHCA AGM I won't be able to stay for the prize-giving in the evening , so I have asked Robin Sims as part of the 'Gilera Hillclimb Team' to pick up the pot for me. Development over the winter will probably be confined to fitting the TTS gas-flowed spare head and a genuine FPM gasket in an attempt to get a good seal and the compression ratio Frigerio intended. TTS reckon my special copper gasket will have reduced the CR to less than standard !

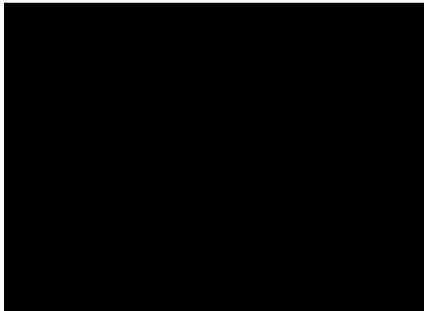
A road silencer was fitted for the last run of the year to the BMF Annual General Council. I must have been psychic ! As I droned back up the M1 in the gathering dusk I overtook a police car which had just finished 'having a word' with someone. A centre lane hogger forced me to turn the wick up a bit and as I pulled back out of the fast lane a bright blue flashing light appeared in my mirrors. Who - me ? Adopting the classic "meet on neutral ground tactic" I jumped off the Nordie and strode along the hard shoulder towards the oncoming PC. He asked me to start up the bike and pointed out that my rear light had gone out. A quick tap brought it back to life, and despite a good look round he seemed not to mind the taped-up racing numbers. To an enquiry as to my speed I confirmed that I was probably doing about the same as most of the cars - i.e. over 70. At that point I was asked to join him in the Range-Rover. There are times when it pays to reveal grey hair on removing your helmet. After I explained where I was returning home from, and extended genuine appreciation of their assistance in letting me know of my rear light, they let me off with a caution.

PSF



ADVANCE NOTICE
Provisional date 15 August 1997

The Morini Riders Club have managed to provisionally book Cadwell Park for next year's track day. This will be an officially 'joint' effort with the financial outcome being shared 75/25 between the MRC and Gilera Network, so pencil it heavily into your diary. Our AGM will once again be on the Sunday, making the whole weekend a wonderful opportunity for meeting up with other Gileraphiles. I think it is about time we contributed to the 'silly games' side of things, so start practising now for the cambelt hoopla championship. Given the circumference of a



Robin Sims at Cadwell '96

Nordie belt compared with a Morini one there will be separate awards and probably different targets !



John Rushtworth has been working closely with the Scottish Classic Racing Club and Raymond Ainscoe to make this a major Gilera event to mark the 40th anniversary of Bob Mac's first 100 mph TT lap. All being well Raymond's friend Gianni Perrone will be bringing over a genuine four from Italy which will be paraded at Knockhill on one day and at the Goodwood Festival of Speed on the other. Ilkley Racing should be there in force with Raymond riding his 1949 Sanremo. Mick Noblett will give an outing to the Piuma which came 8th in the 1994 singles TT. This is a particularly fitting excursion for the last Gilera to accomplish a 100 mph lap of the mountain circuit. Pat Sproston will ride Raymond's 1949 Competizione and Ian Martin will be on a 1950 Saturno Sport. Mike Schofield will be looking after a 1957 B300 twin and a '94 GFR 125. John will hopefully be on his Norturno (see page XX), and I will be taking the 604.

All Gilera Network members are invited to attend the weekend and take part in an eight lap parade around the circuit. There will be a modest entry fee which has yet to be finalised, but will probably be in the order of £12/15 which will cover insurance for the parade and entry to both days of the race meeting. Camping is welcomed so this will be a wonderful opportunity for Gilera Network members from Scotland and the North to get together. Some famous names have been invited including our Patron Geoff Duke, and our President Eleanor Quigley (Bob's daughter) will be presenting the awards. More details in GeN#12.

SCOTTISH MOTORCYCLE SHOW 8/9 MARCH 1997

This year's Scottish Motorcycle Show will have a display in honour of the 40th Anniversary of Bob McIntyre's 100 mph lap of the mountain circuit which will feature Gilera fours which will take part in the 1997 TT parade. Not only that, but they have also invited us to have a 6m x 6m stand on which to show details of the Gilera Network and members machines. The 604 will be there along with the usual display of posters and photos etc. John Rushworth's immaculate Norturno will also be on display. If any members would like to bring along a bike there will be plenty of room. Get in touch with John as soon as possible to reserve a space. We haven't managed yet, so let's try for at least a full range of modern Gileras (Saturno, RC, GFR and NW) plus some classics.

Nigel 'Stoppie' Windys will be doing his stuff at the European stunt riding championships nearby on the same Edinburgh Airport site, although he is more likely to be on his CR500 Honda than the Nordie. So this is a chance for all those members in Scotland and the north who have not been able to make it to a Spring Gathering or Cadwell bash and who missed Charlie Newsham's excellent camping weekend in '94 to get together.

Members North of the border also can also look forward to a rendezvous at Knockhill in June - see page 3

G-Net

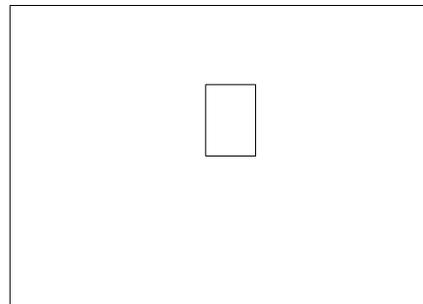
The World Wide Web pages maintained for us by John Rushworth continue to promote a lot of interest. The latest enhancements include a G-Net mailing list. E-mail can be sent to over twenty Gilera enthusiasts around the world by simply posting one message.

The site now also features a gallery of photographs of Gileras which can be down-loaded as well as links to the home pages of other Gileraphiles including several network members.

The telephone connection time required to maintain G-Net is becoming a significant cost, and in recognition of the valuable showcase and

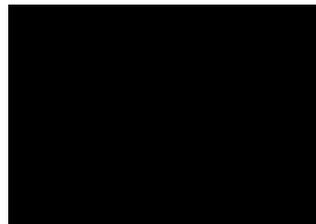
recruitment resource which it represents we recently made a payment to John of £60 to cover his expenses so far. I would like feedback from members regarding the principle of a regular payment to further develop the pages as at present John hosts them on his commercial site at motorcycle.co.uk at no charge.

👉 PSF



MYSTERY MOTORCYCLE

Some time ago I received some photographs of strange hybrid motorcycle owned by an Italian bike enthusiast in the USA. The motor is a WD Triumph 3HW unit. The frame is Triumph, but modified in Italy after WW2. Apparently several hundred Triumphs were modified in this way by speciality builders such as Abarth and Maserati. Now that photos can be reproduced in better detail in the GeN I thought I would include a couple in hopes that one of you knowledgeable classic owners may have some idea about it's origins, particularly the obviously factory jugged swinging arm which has been grafted on. Are the forks original Triumph or Italian - who knows , they could even be Gilera ? Let me know if you can help.



My new DTP clip art bike looks a bit like a CX !



The Gilera Nord-west as a therapeutic tool

I'm finally owning my NW after having first seen one in a bike mag in 1991 and falling in love with it. This is my second, the first was stolen from my garage.

The Gilera represents excellent value for money : the style, speed, technology and street-cred cannot be matched unless you pay another £3000+ for something common with (perhaps) some character.

My particular bike is more versatile than most as I use it in my work with emotionally disturbed children [I'm a social worker and I work with psychologists]

For me, a child at heart, once I don my pink motocross boots and my leathers I'm set up for the rush of adrenalin from cornering at speeds etc. and "scratching" on my NW. It is very effective at addressing my needs as a born-again biker. When I shave I no longer see a bald head but a thick crop of hair. The wrinkles now make me look distinguished, and of course I am now more macho (comments in the office about my bum in leather trousers) and over-taking car drivers makes me feel superior.

It is our basic psychological functioning which causes us to need to feel liked, to belong, to feel special and to satisfy our ego. The NW should therefore be marketed to satisfy the male menopause, never mind hair restorer.

At work kids are putty in my hands; they drool over my machine [a local off road project for offenders got rather excited by my bike - and that was the staff !]. Blipping the throttle and cleaning the machine is an excellent method of addressing their "challenging behaviour". Unmet emotional needs are nurtured by my surrogate NW ! Non-school-attenders now attend to see my bike and have street cred with their peers. Single parents struggling with

their children's behaviour like to have my bike parked in their garden as it's novel and they want their neighbours to be curious about their visitor. I have produced a couple of booklets:

1) The effects of Nordwests on the male hormone testosterone.

2) Learning Parenting Skills and the use of Gilera motorcycles.

✍ **Les Clark**

Xmas Quiz

Nobody sent me any questions so there is just one in two parts:

Who said, of which rider, that they were as smooth as "water flowing from a tap"

Answer on page 9



Tyre/Exhaust Questionnaire

Please try and find time to complete the enclosed questionnaire - results in GeN#12

For Sale

Two very interesting machines are on the market at the moment

John Rushworth's immaculate Norturno :

"For Sale (Maybe) -- My Gilera Norturno. I have to say that Pete Fisher has expressed an interest so he has first refusal. Other than that all parties that register an interest will be placed in a priority list by reply.

Why? Time to slow down. I would at least like to have the bike for March to display at the Scottish Motorcycle Show and hopefully come to some arrangement about the 8 lap parade at the Bob McIntyre memorial meeting.

See: <http://www.motorcycle.co.uk/gilera/norturno.htm>

I also have a spare Nordwest engine, workshop manuals, spares, new and unused CDI, Reg/Rectifier, Coil. I have a set of variable timing wheels and also all the gear to convert your Nordwest to kickstart. The kickstart itself is mirror polished and de-burred. I also have a range of special Gilera tools.

Bike £4,500 and other parts etc by negotiation. I want the bike to go to a loving and caring home. It's not going anywhere right now. It is here in my living room keeping warm with me. Ask Bill Irwin's son! He had to share a room with it too.

Gary Rowe's Nordwest engined Spondon Race bike. John Rushworth's description:

"580cc motor with Keihin smoothbores giving over 60bhp. Geared for 140 mph. I believe the motor has variable timing wheels, special cams, clutch and high comp piston. Wheels are Nordwest. The frame is a 250 Spondon TZ (reverse cylinder). There is a spare motor and wheels plus other bits and bobs. Forks

I think are Yamaha 400. It's a beautiful frame. If interested call Gary on +44 (0)1952 253549.

Price around £4,500 UK pounds. there are about 1.6 US dollars to the UK pound at present."

GILERA. THE FUTURE

Yes, The Future! Don't get too excited just yet but Piaggio have announced plans to start introducing a range of sports scooters and small motorcycles under the Gilera name, starting now.

At the Cologne show Piaggio announced their intention to develop the Gilera brand name. They showed several prototypes and said that their immediate intention was to develop a range of scooters and bikes up to 250cc.

Piaggio has been producing a 50cc Gilera custom bike called the Eaglet for some time but it is unlikely this will ever come to Britain. In addition to this there now exists:

- * A 50cc six speed trail bike called the RK 50.
- * A 125cc four stroke custom bike.
- * A 50cc water-cooled scooter called the SK. It is street legal but has been developed with scooter-cross racing in mind.
- * A 50cc water-cooled scooter called the Runner which looks like a motor bike with small wheels because it has a filled in frame rather than being a step through.

The SK and Runner were shown on the Piaggio stand at Birmingham and the intention is to introduce them during 1997.

The 125 custom is a long way from production and will probably be ready in a year's time.

The SK is quite "trick" with discs front and back but looks a lot like the B-wizz etc. The Runner however is something very different, it looks good and should appeal to any one who wants cheap light transport but does not like the scooter style or image. A 50 may not sound very exciting but the intention is to produce a 125cc and 180cc version and that should be something else ! If you have ever ridden a 125cc Piaggio Typhoon or similar you will know what I mean.

It is early days yet but things are happening and the Gilera name looks certain to become more common on the streets. This time next year we should have a much clearer view of what the future holds in store.

Let's face it, Piaggio still has all the tools for the GFR and the big singles. With a bit of restyling and the right price they would still be excellent bikes. We can but dream, or pray.

Talking of prices: the KTM Duke is a very nice Northwest look-alike but it sells for six and a half grand! yep thats right £6500. Nordwests are pretty good value for money eh? And you can pick up a good second hand RC600 for around £2000. A similar Dominator would set you back over £3000. I know which I would buy even if the prices were the same.

Talking of RC600s: I have bought one, don't worry I still have the Saturno. I just don't have any money in the bank! The RC has had a bit of a crash but I got it with all the bits to repair it and it is back on the road in standard trim. I am 5' 8" and the RC's seat is about 5' 10" off the ground so I have to have a guy running along behind with a box for me to put my foot on when I stop. But apart from that it is a very nice bike to ride and I think I am going to have fun with it. I have plans for it so watch this space to find out what happens next.

Talking of what's happening next: Mick Walker has written a book about Gileras and it is nearly ready to go to press. He only has to add the final bit about what is happening now and that's it. So with a bit of luck it could be in the shops in late 1997.

Talking of book: Raymond Ainscoe is getting on well with the Saturno story so may be that will be next year as well.

Talking of Raymond Ainscoe: The Puima that Mick Noblett raced on the Island is having an engine rebuild but I do not think there are any plans to race it again. You may remember when it finished the TT it was covered in oil from a cracked crank case, well it was worse than that, when they striped the engine they found the crank pin had snapped! Amazing these Gilera engines, nothing will stop them.

Talking of Racing engines: I want to produce a list of tuning tips. So if you have done any thing to your engine or chassis please drop me a note and tell me what you did and what the result was. I want to hear about failures as well as successes. Please please please send me your info. anything big or small.

THE TROUBLE WITH NUTS AND BOLTS

Recently I have talked to a couple of people who have been very confused with the bewildering array of threads that are found on nuts and bolts etc. So if you are interested in the nuts and bolts that hold your bike together read on. I don't think this is the place for a history of the modern nut and bolt so I will just concentrate on the bit that is important to our Gileras.

METRIC THREADS

Modern bikes generally use metric threads

These threads are normally defined by three things:

1. Overall diameter
2. Pitch. The distance between two adjacent thread peaks.
3. Angle at which the thread is cut. This will affect the depth of the thread and also its strength.

The threads that hold our bikes together are a standard within a standard. They are metric threads that are referred to as "M" (M6 etc.). The M tells us not just that is metric but also that a certain diameter thread will have a certain pitch and all the threads are cut at the same 60deg angle.

M4 = dia 4mm - pitch 0.7mm - hex spanner 7mm

M5 = dia 5mm - pitch 0.8mm - hex spanner 8mm - Allen key 4mm

M6 = dia 6mm - pitch 1.0mm - hex spanner 10 or 11mm - Allen key 5mm

M8 = dia 8mm - pitch 1.25mm - hex spanner 12 or 13mm - Allen key 6mm

M10 = dia 10mm - pitch 1.5mm - hex spanner 17mm

M12 = dia 12mm - pitch 1.75mm - hex spanner 19mm

The spanner and key sizes can vary for special applications but above are the common ones.

Here are a few useful tips:

* Do not fit High Tensile Alloy (non magnetic and usually bright colours) bolts to high stress components such as foot rests, handle bar clamps etc. These bolts look good but are not as strong or

durable as the original steel ones.

* Do not use stainless bolts where they will screw into alloy (engine cases etc.). Stainless steel is rougher than mild steel and will damage a thread in the alloy very quickly. Use stainless bolts only with stainless nuts and don't forget to use stainless washers as well to make it look its best.

* Some threads should be treated with "Copper Slip" to stop them seizing, exhaust clamps are a good example. Some threads should have "Loctite" put on them to prevent them working loose, gear box sprocket bolt for example. Always refer to the manual to see if either of these is recommended.

* If you damage a thread (in an engine case for example) it can be reclaimed by fitting a "Helicoil" or even better a "Timesert". Most bike shops and garages can do this but shop around to check prices, some garages may try and rip you off because they are going to save you the price of a new engine case and the price they quote will sound cheap in comparison.

Spark plugs used in Gileras are metric.

10mm plug = 16mm hex.

12mm plug = 18mm hex.

14mm plug = 21mm hex.

This sounds simple until I tell you that Nordwests etc. use 12mm plugs and the Champion plug that is supplied with the bike has a 16mm hex. An NGK equivalent has an 18mm hex.

Be careful not to over tighten the plug and put "Copper Slip" on the threads.

The GeN Family page.

Since the last GeN Chris and Benjy have successfully completed phase one with the birth of Harry. Healthy, 27 stone or something, and much better looking than Benjy. Congratulations. The only bit of sad news is that changing priorities have meant they needed a car more than an RC600!!!! can you believe it?

THE FACT SHEETS

At the AGM we were asked if we could produce a

list of the useful facts that have been amassed since we started. Well here are my first efforts, lists for the Nordwest, Saturno and RC600 (91). It was difficult to know what to put in and what to leave out. After a couple of false starts I came up with this format, it seems to work well and it is possible to find things. Each list is four sides

If you want copies of these lists please send me an A4 SAE with a note of which bike (s) you want.

Workshop manuals are available for all the more recent bikes. Price is normally £19. Bob Wright should be able to supply, but you may have to wait for one to come from Italy.

I will be pleased to receive any useful information or criticism that may improve these lists.

I intend to have a GFR list ready for the next GeN.

 **David Champion**

These fact sheets must have taken David ages to prepare. As you can see, they take up a fair amount of space, so RC owners will have to wait for GeN#12 or ask David to send one. [Ed.]

The Nordwest list starts on page 10 and the Saturno on page 15.

Pete Myers our new Membership Secretary and I attended the BMF Annual General Council at Hatfield in October. The most important item on the agenda was the submission of the Structure Progress Group for a new constitution. There were two issues which caused concern to us, in

company with most of the other national and on Answer to Xmas Quiz disciplinary procedure seemed a little too open to manipulation by a small number of Directors, and the rate of



BMF News

representation of affiliate members relative to individual members appeared rather unbalanced. The clubs recognise that as their members contribute less to the finances of the BMF they can not expect an equal say, but a ratio of 15:1 was not acceptable.

Hopefully the Structure Progress Group will work with the NOMC forum to iron out the remaining problems by next year so that the BMF can go forward with less in-fighting.

The date for the BMF Rally has already been set for 18 May next year, and it looks like being an even bigger event than before and has the new billing of the BMF show described as a Festival of Motorcycling. There will be a Mamba Rally as usual and the Privilege Day tried last year on the Saturday will again allow BMF members only to look round the stands from noon to 5 pm. A new venture is a 'Grand Parade of Motorcycling' through Peterborough city centre on the Saturday morning.

It looks like the IoM Hillclimb will be on over the same weekend again, and as Alison will be looking after our very own 'eaglet' by then we need volunteers to help transport display equipment for our stand. **Get in touch with me ASAP! - PSF**

NORTHWEST FACT SHEET

The Northwest was derived from the RC 600 (1991spec). Many parts are common and basically by changing the wheels, forks, rear shock and brakes the bike was transformed from serious trail bike to serious street fighter with excellent performance on the tarmac.

Colours Graphite / Magenta (Black/Pink). Magenta seat
Yellow / Black. Yellow seat
Two tone blue. Dark blue seat. Silver engine
White / Magenta.

Frame no. 228 * 00001> stamped into left side of frame head stock
Engine no. 227 * 00001> plate on top of gearbox, behind cylinder

Dimensions

| | |
|--------------|-------------------|
| Length | - 2180mm |
| Width | - 800mm |
| Height | - 1180mm |
| Wheel base- | 1415mm |
| Seat Height | - 870mm |
| Pedal Height | - 320mm |
| Dry Weight | - 141kg (claimed) |

Chassis

Early bikes have a short seat and no rear carrier

Later bikes have a longer seat and a rear carrier

Steering head angle - 27deg.

Trail - 92mm

Front fork - Workshop manual page 13-20

Paioli upside down

Stroke - 150mm

Stanchion Dia. - 41mm

Spring - In left leg. Part no. 346402

Free length - ****

- Damper unit in right leg.

Oil - 400cc in each leg - SAE 10 or 10W-40 engine oil.

Oil grade and quantity is only important in right leg.

Oil seal size - 41mm X 53mm X 8mm part no. 952633

Bikes before 228 * 71037 had forks that used a thicker seal

This seal is not available so use 8mm seal plus spacer part no. 952737

Seal & bush set - part no. 346384

Info on forks - GeN 5p19 & GeN 6p16

Seal fitting tool 19.1.20598 available from tool hire scheme.

Seal is common on 41mm upside down forks. GeN 9p7

| | | |
|-------------------------|--|---|
| Rear Suspension | | - Workshop Manual page 14-22 |
| | <i>Boge progressive mono shock. Not rebuildable.</i> | |
| | <i>Only spring pre load adjustment.</i> | |
| | <i>Stroke</i> | - 150mm |
| | Quadrant can supply a fully adjustable replacement. Telephone: 01295-710030 | |
| Wheel Front | | - Workshop Manual page 12-12 |
| | <i>Three spoke cast alloy.</i> | - 3.50x17" |
| | <i>Bearing size</i> | - *****part no. 321891 |
| | <i>Rim. Radial variation limit</i> | - 2.0mm |
| | <i>Rim. Axial variation limit</i> | - 2.0mm |
| | <i>Spindle bend limit</i> | - 0.2mm |
| | <i>Tyre</i> | - 120/70-17R tubeless(Original) |
| | <i>Pirelli 120/70 ZR17 Dragon MTR01or Corsa MTR01c for best grip / shorter life.</i> | |
| | <i>Pressure</i> | - 2.1 bar (30psi) solo |
| | | - 2.2 bar (32psi) passenger |
| Wheel Rear | | - Workshop Manual. page 14-20 |
| | <i>Three spoke cast alloy - 4.50x17"</i> | |
| | <i>Bearing size</i> | - *****part no. 348382 |
| | <i>Rim. Radial variation limit</i> | - 2.0mm |
| | <i>Rim. Axial variation limit</i> | - 2.0mm |
| | <i>Spindle bend limit</i> | - 0.2mm |
| | <i>Tyre</i> | - 160/60-17R tubeless(Original) |
| | <i>Pirelli 160/60 ZR17 Dragon MTR02 or Corsa MTR02c for best grip / shorter life</i> | |
| | <i>Pressure</i> | - 2.3 bar (33psi) solo |
| | | - 2.4 bar (35psi) passenger |
| Brake Front Disc | | - Workshop Manual page 15-18 |
| | <i>Twin semi floating discs.</i> | - part no. 946052 |
| | <i>Diameter</i> | - 270mm |
| | <i>Thickness (new)</i> | - 5.0mm |
| | <i>Wear limit</i> | - 4.0mm |
| | <i>Planarity limit</i> | - 0.15mm |
| Calipers | | - Twin Grimeca four piston calipers. |
| | <i>Brake fluid</i> | - DOT 4. Should be changed every two years. |
| | <i>Piston diameter.</i> | - 2x28mm & 2x25mm |
| | <i>Piston wear limit</i> | - 0.05mm |
| | <i>Pad</i> | - part no. 318833 |
| | <i>Ferodo</i> | - part no. FDB 529 |
| | <i>Seal kit</i> | - part no. 346269 |
| Brake Rear Disc | | - Workshop Manual page 15-18 |
| | <i>Single fixed disc</i> | - part no. 343413 |
| | <i>Diameter</i> | - 240mm |
| | <i>Thickness (new)</i> | - 4.5mm |
| | <i>Wear limit</i> | - 3.6mm |
| Caliper | | - Twin piston |
| | <i>Brake Fluid</i> | - DOT 4. Should be changed every two years. |
| | <i>Piston diameter</i> | - 32mm |
| | <i>Piston wear limit</i> | - 0.05mm |
| | <i>Pad</i> | - part no. 323626 |
| | <i>Ferodo</i> | - part no. FDB 383 R |
| | <i>Seal kit</i> | - part no. 346268 |
| Fuel | | - => Ron 96. (use 4 star) |
| | <i>Tank capacity</i> | - 12 ltr. |
| | <i>reserve</i> | - 2 ltr. |

ENGINE

| | |
|--|--|
| <i>Bore & Stroke</i> | - 98x74mm |
| <i>Capacity</i> | - 557.9cc |
| <i>Compression ration</i> | - 10.5:1 |
| <i>Compression test</i> | - 10 to 12 bar (new) - 9 to 11 bar (over 5000km) |
| <i>BHP</i> | - 49.5 bhp at 7250 rpm. (claimed) |
| <i>Torque</i> | - 52 Nm at 6250 rpm. (claimed) |
| Oil | - 10w40 semi synthetic. GeN.10p2 |
| <i>Oil capacity</i> | - 2.2ltr. |
| <i>Oil filter</i> | - Technocar R15 p/o. 321205 - Most Renault 4 filters will fit. GeN 1p10 |
| Coolant | <i>type</i> - Permanent, undiluted |
| <i>capacity</i> | - 1.3ltr. |
| Air filter | - Oiled foam. part no. 324505 |
| <i>oil</i> | - Foam filter oil or SAE 90 gear oil. |
| Valves | - Workshop manual page 7-5, also GeN 7p19 |
| <i>Inlet diameter</i> | - 36mm (x2) |
| <i>Exhaust diameter</i> | - 32mm (x2) |
| <i>Clearance</i> | <i>Inlet</i> - 0.05mm (cold) <i>Exhaust</i> - 0.10mm (cold) |
| | <i>Details on checking clearances are available from GeN, send SAE.</i> |
| Cam belt | - 321406/2 Isoran part no. 321406 <i>To change belt you need tool part no. 19.1.20570 (rotor puller) size 38 x 1.5mm available from tool hire scheme. w/s manual. page.6-2 to 6-6.</i> <i>also GeN 2p2,#3p13, #6p4</i> Bob Wright can supply a cheap pattern tool. Phone: 01934-413847 <i>Full details on doing the job are available from GeN, send SAE.</i> |
| Clutch | - Wet, multi plate. Workshop manual page 9-1 to 9-6 |
| <i>Friction plates</i> | - 8 x part no. 324851 |
| <i>Thickness</i> | - 2.9 to 3.0mm (new) |
| <i>Steel plates</i> | - 7 x part no. 328546. - max distortion allowed: 0.10mm. |
| Final drive | - Info on final drive GeN 6p3 |
| Gear box sprocket | - 14 tooth part no. 328016 (same as RC600) - 15 tooth. part no. 321586 can be used (Saturno) |
| <i>sprocket oil seal</i> | - p/n: 328232 should be changed <i>when sprocket is changed</i> |
| Rear sprocket | - 43 tooth. part no. 946060 - 5 x ***mm bolt fixing ****mm radius. - ****dia centre hole. ***mm offset |
| <i>Cush drive rubber</i> | - 5x part no. 939091 |
| <i>Cush hub bearing</i> | - 1 x part no. 946578 |
| Chain | - 520 x 108 links. Info on final drive GeN 6p3 |
| <i>Free play</i> | - 35 - 40mm. (vertical movement) |
| <i>Wear limit - 20 links = 319.4mm (12.57in) max.</i> | |
| <i>With chain tight measure from centre of pin 1 to centre of pin 21</i> | |
| Carburettor | <i>Teikei E30PV2A twin choke unit. (same as RC600)</i> <i>One choke is conventional slide and the other is the constant velocity (CV) type.</i> <i>Both are fed from one float chamber.</i> <i>Full carb spec available from GeN, send SAE</i> |

ELECTRICAL SYSTEM

| | |
|---|--|
| Ignition | - Two systems are used |
| Capacitive Discharge | - early bikes up to 228 * 51763 Workshop manual page 17-6> |
| Recognisable by | - 6 wires from ignition switch - Separate rev limiter box (pink & green wires) - 9 wires from ignition box - 3 groups of wires from alternator - 2 fuses |
| If the engine turns it should start with the capacitive system. | |
| Charger coil | - part of stator part no.324471 |
| resistance test | - 218 ohms + 10% (pink - green) |
| Pick up coil | - part no.324433 |
| resistance tests | - 117 ohms + 10% (white/green - yellow/black) - 117 ohms + 10% (yellow/blue - yellow/black) |
| H.T. coil | - part no. 328647 |
| primary res. | - 0.2 - 0.3 ohm + 10% (white/lt.blue - black) |
| secondary res. | - 9.2 K ohms + 10% (white/lt.blue - H.T.) |
| Inductive Discharge | - later bikes from 228 * 51764 Workshop manual page 17-9> |
| Recognisable by | - 4 wires from ignition switch - No separate rev limiter - 7 wires from ignition box - 2 groups of wires from alternator - 3 fuses |
| Because the inductive system gets its power from the battery, if the battery is getting flat (below 6v) the control box will disable the ignition to protect the circuit (motor may turn but engine will not start / no spark). | |
| Pick up coil | - part no. 947125 |
| resistance test | - 150 ohms + 10% (yellow/black - yellow/dark blue) |
| H.T. Coil | - part no. 946789 |
| primary res. | - 4.0 Ohms + 10% (white/light blue - red/dark blue) |
| secondary res. | - 13.8 K Ohms + 10% (red/dark.blue - H.T.) |
| Timing | - 7deg (static). 30deg at 4000rpm. not adjustable. |
| Spark plug | - Champion RA4HC - NGK DPR9EA9 or DPR9EV9 is a good alternative. - Nippon Denso X27 EPRU-9 or X27 EPRZU-9 |
| Plug gap | - 0.6 to 0.7mm |
| Plug torque | - 12 to 15 Nm. put "Copper Slip" on threads |
| Plug cap resistance | - 1 K ohm. |
| Charging circuit | - Three phase. AC. alternator. Workshop Manual page 16-1> |
| Battery | - 12 volt 14 Ah. Yuasa YB14-LA2 |
| Regulated voltage | - 13.5 - 14 volts DC regulator/rectifier p/n: 328041 |
| Bulbs (all 12 volt) | - Workshop manual. page19-2> (switches, horn, lights) |
| Head Light | - 60/65w halogen H4 type (single rectangular light) |
| Tail / stop Indicator | - 5/21w - 10w bayonet |

| | | |
|--------------|-------------------------|-------------------------------|
| | Driving (side) light | - 3w |
| | Instrument illumination | - 2w mini cap less |
| | Warning lights | - 1.2w mini cap less |
| Fuses | | - blade type (common on cars) |
| | Capacitive ignition | - 2x 15w |
| | Inductive ignition | - 1x 20w, 1x 15w, 1x 7.5w |

POSSIBLE PROBLEMS

Fans touch radiators

Check that fan shrouds have about 3mm (1/8") clearance all round from radiators to prevent vibration damage and ultimately an expensive leak. The fans are mounted on slotted holes, so are easy to adjust. GeN 1p9

Tank filler thread can be broken off

Over tightening the tank cap can cause the threaded part of the tank neck to be pulled off the neck. It is not easy to effect a good repair but some resins and super glue can be used and with care they work well. GeN 6p12. GeN 9p6.

Fork seals leak

Fork seals on upside down forks do not last very well. These are quite easy to change and replacements are cheap. Original seals are about the cheapest p/n:952633 You will need tool p/n:19.1.20598 to fit them - this is available from tool hire scheme. You can use "Leak Proof" seals, these are guaranteed and can be pushed in with your fingers (no tool needed). These can be obtained from a dealer who sells "Bike Bitz" parts. GeN 5p19. GeN 6p16.

Body panels crack from fixing screw holes

Remove screws and refit one at a time loosely. They must go in without the panel having to be stretched. If they will not go in enlarge all the holes slightly and then all should fit. Nose cone screws first, then tank screws, then the big screw in the middle of the panel. After 228-70862 a revised system of fixing the tank panels was used to stop cracking. If you have an earlier bike you may want to update.

- 1.Screws only in the rear fixings to the tank.
- 2.Spacers under the crescent at the front of the tank to stop it clamping the panel tight.
- 3.Cross bar is in two pieces with rubber washers under fixing bolts.
- 4.strips of draught excluder along top of tank in front of rear panel fixing screws.

Cam belt breaks

Very serious if it happens. If you are still on the original belt change it NOW - it is old and brittle. Change belt every 12000kms. You will need tool p/n:19.1.20570 to remove the rotor, this is available from tool hire scheme or Bob Wright can supply a cheap pattern puller. Full details of doing the job are available from GeN, send an sae. Check tension every 4000kms.

Starting problem

You may find a reluctance to start from cold. Keeping the battery well charged helps. I think the problem is the jet that supplies the choke getting blocked, it is not easy to clean it. Try this starting technique: Choke off. Throttle closed. Push starter button. While engine is turning, slowly pull out choke knob. Engine should start when you get to about half choke. If all else fails drain the float chamber by loosening the small cross-head screw, then refill with 'fresh' fuel. GeN 5p16. GeN 5p19. GeN 6p17. GeN 7p9.

Starter clutch failure

Some last for ever but others fail in a few thousand kilometres. Similar units are used on some other makes and they give trouble as well. Piaggio tell us that quality has been improved now so let's hope it will cease to be a problem in time. Job can be done with engine in frame, remove left side engine cover. Starter clutch is p/n: 328652. Replace gasket p/n: 321942 & gear shaft oil seal p/n: 321275.

Details of possible repair in GeN 8p16. Also see GeN 6p5.

Poor gear change - Reluctance to change up, especially quickly
 This is caused by a poorly formed selector pawl. The problem should only be on older bikes as quality was improved after engine 227-34105. Job can be done with engine in frame, remove left side engine case. Change Pawl p/n: 321536 and Pawl Spring p/n: 321176. Replace gasket p/n: 321942 & gear change shaft oil seal p/n: 321275. GeN 1p12. GeN 4p19. GeN 7p9.

Long rear engine bolts seize
 This may be a problem in the future if you need to remove the engine. Remove the bolts one at a time clean off any corrosion and coat them in "Copper Slip" or grease before refitting. Torque 30Nm. GeN 1p9

Rear suspension linkage
 The linkage is fitted with grease nipples. Don't forget to grease it occasionally. It would be possible to add a kick start fairly easily but the parts will cost over £200

A stainless silencer is available from Rodan £160. call Mike Riley 01332-722736 GeN 10p5
 It is possible to convert to twin headlights fairly easily. Nose cone & headlights & paint job.
 Handlebar choke control conversion costs £50+ using Yamaha parts & a one off cable
 [Issue 1.Nov.96]

SATURNO 500 FACT SHEET

The new Saturno was created using Japanese money after a request from the C.Itoh corporation. The engine was basically the 350cc & 500cc unit used in the Dakota trail bike.

Colours

Red with white graphics
 Black with gold graphics, special anniversary edition.
 White is listed but I have never seen one.
 Multi coloured for the Japanese market

Frame no. 212 * 00001 > stamped into left side of frame head stock.

Engine no. 213 * 00001 > plate on top of gear box, behind cylinder.

Dimensions

| | |
|--------------|-------------------|
| Length | - 2030mm |
| Width | - 730mm |
| Height | - 1170mm |
| Wheel base | - 1410mm |
| Seat Height | - 790mm |
| Pedal Height | - 360mm |
| Dry Weight | - 145kg (claimed) |

Chassis

| | |
|---------------------|---------------------------------------|
| Steering head angle | - 24.5deg. |
| Trail | - 89.7mm |
| Front fork | - Workshop manual. page 13-2 to 13-5. |

| | |
|----------------|---|
| Marzocchi | |
| Stroke | - 120mm |
| Stanchion Dia. | - 40mm |
| Oil | - 310cc in each leg. Or better 150mm air gap. measure distance from oil to top of fork leg with the spring removed and the leg fully compressed. GeN 10p5 |

- 7.5sae fork oil. mix equal parts of 5 & 10 weight oil

Fork seal - size*****part no. 341239

| | | |
|-------------------------|--|--|
| | Spring free length | - 420mm + 2.5mm part no. 318949 x 2 |
| | Min. length | - .415mm |
| | WP dual rate springs are available. | p/n:9932.100.D. phone. 01280-705888 |
| | Info on forks | - GeN 5p20. 6p13. 10p5 |
| Rear Suspension | | - Workshop manual. page no.14-6 to 14-9. |
| | Marzocchi mono shock | |
| | Stroke | - 130mm |
| | Only spring pre load adjustment. | |
| | Not rebuildable | |
| Wheel Front | | - Workshop manual. page 12-2 to 12-6. |
| | Marvic Aero light weight three spoke cast alloy | - 3.00x17" |
| | Bearing size | - *****part no. 328972 x 2 |
| | Rim. Radial variation | - 2.00mm (limit) |
| | Rim. Axial variation | - 2.00mm (limit) |
| | Spindle bend | - 0.20mm (limit) |
| | Workshop manual | - page 12.1 - 12.5 |
| | Tyre | - 110/70-17 Pirelli MP7 (Original) |
| | 110/70 ZR17 from Bridgestone, Metzler, Pirelli etc. | |
| | Pressure | - 2.1 bar (30psi) solo |
| Wheel Rear | | - Workshop manual. page 14-2 |
| | Marvic Aero light weight three spoke cast alloy | - 4.00x17" |
| | Bearing size | - *****part no. 328972 x 2 |
| | Rim. Radial variation | - 2.00mm (limit) |
| | Rim. Axial variation | - 2.00mm (limit) |
| | Spindle bend | - 0.20mm(limit) |
| | Tyre | - 140/70-17 Pirelli MP7 (Original) |
| | Several tyre manufactures recommend 160/60 but 160 is too wide for the rim. I think they recommend it because they believe the Saturno has a 4.5" rim. None of them recommend fitting a 160 on a 4 inch rim so beware. 150/60 seems a good fitment. Bridgestone, Metzler, Pirelli etc. all produce 150/60 ZR17 rear tyres. | |
| | Pressure | - 2.3 bar (33psi) |
| Brake Front Disc | | - Workshop manual. page 15-2 to 15-6 |
| | Brembo Gold Line fully floating | |
| | Disc | - 300mm dia. part no.939102 |
| | Thickness (new) | - 5.00mm. |
| | Wear limit | - 4.5mm minimum. |
| | Caliper | - Brembo four piston caliper |
| | Fluid | - Dot 4. change every two years |
| | Piston dia. | - 32mm. Wear limit: 31.94mm minimum. |
| | Piston seal kit | - part no. 318897 |
| | Pad Original | - part no. 318895 |
| | Ferodo | - part no. FRP 408 |
| Brake Rear Disc | | - Workshop manual. page 15-2 to 15-6 |
| | Non floating disc | - 240mm dia. part no. 343413 |
| | Thickness (new) | - 6.00mm. |
| | Wear limit | - 5.5mm minimum. |
| | Caliper | - Grimeca single piston |
| | Piston dia. | - 32mm. Wear limit: 31.94mm minimum. |
| | Piston seal kit | - part no. 305840 |
| | Pad Original | - part no. 323626 |
| | Ferodo | - part no. FDB 207R |

| | |
|---|--|
| Fuel Tank | |
| capacity | - 20 ltr. |
| reserve | - 2 ltr. |
| Check that tank can not touch frame tubes especially near front. | |
| ENGINE | |
| Bore & Stroke | - 92x74mm |
| Capacity | - 491.9cc |
| Compression ration | - 9.8:1 |
| Compression test | - 9 to 11 bar (new) - 8 to 10 bar (over 5000km) |
| BHP | - 44 bhp at 7000 rpm. (claimed) |
| Torque | - 47 Nm at 6000 rpm. (claimed) |
| Oil | - 10w40 semi synthetic |
| Oil capacity | - 2.2ltr. |
| Oil filter | - Technocar R15 part no. 321205 |
| Change oil every 4000km and change filter every other oil change. | |
| Coolant | - permanent. un-diluted. Silkolene Pro-cool etc. |
| capacity | - 1.3ltr. Change coolant every two years. |
| Air filter | - Oiled sponge. part no. 939055. Workshop manual page 3-5 |
| Oil | - Foam filter oil or SAE 90 gear oil. |
| Valves | |
| Inlet diameter | - 31mm (x2) |
| Exhaust diameter | - 28mm (x2) |
| Clearance | Inlet - 0.05mm (cold). w/s manual page 3-5. Exhaust - 0.10mm (cold) |
| Details on checking clearances are available from GeN, send SAE. | |
| Cam belt | - 321406/2 Isoran. part no. 321406. Workshop manual page 6-2> |
| To change belt you need tool part no.19.1.20501 available from tool hire scheme | |
| Bob Wright can supply a cheap pattern tool. Phone:01934-413847 | |
| Full details on doing the job are available from GeN, send SAE. | |
| Clutch | - Wet, multi plate |
| Friction plates | - 8 x part no. 324851 |
| Thickness | - 2.9 to 3.0mm (new). wear limit 2.7mm |
| Steel plates | - 7 x part no. 328546 |
| Warp limit | - 0.10mm max. |
| Final drive | |
| Gear box sprocket | - 15 tooth. part no. 321586 |
| Sprocket oil seal | - size: 35 x 47 x 7. part no.328232 |
| Rear sprocket | - 5 x (8mm) bolt fixing *****mm radius. - *****dia centre hole. Sprocket is flat - 43 tooth. part no. 939211 |
| Chain | - 520 x 104 links |
| Slack | - 35 - 40 mm of vertical movement. |
| Wear limit - 20 links = 319.4mm (12.57in) max. | |
| With chain tight measure from centre of pin 1 to centre of pin 21 | |
| Carburettor | |
| Dell' Orto PHM 40 VS | |
| 40mm conventional slide carb with accelerator pump | |
| Air screw | - 1.5 turns open |
| Float level | - 23 - 25mm |

Full carb spec available from GeN, send SAE

ELECTRICAL SYSTEM

- Workshop manual. page 16-2 to 16-6.
- Three phase AC alternator. 180w
- Regulated & rectified - 13.5 - 14 volts DC.
- Battery** - 14 Ah. Yuasa YB14-LA2
- Bulbs** (all 12 volt) - Workshop manual. page 19-2 to 19-8.
- Head Light - 40/45w tungsten. Bosch bayonet fitting
- Tail / stop - 5/21w
- Indicator - 10w bayonet
- Driving (side) light - 5w
- Instrument illumination - 2w mini cap less
- Warning lights - 1.2w mini cap less
- Fuses** - 2 x 15w blade type (common on cars)
- Ignition** - Workshop manual. page 17-2 to 17-5
- Timing - 7deg (static). 30deg at 4500rpm. not adjustable.
- Charger coil - part of stator. part no. 328239
- Resistance test - 150 ohm + 10% (pink to green)
- H.T. Coil - part no.321825
- Primary res. - 0.2 - 0.3 ohm + 10% (white-lt.blue to black)
- Secondary res. - 4.5 K ohms + 10% (white-lt.blue to H.T.)
- Pick up coil - part no.328240
- Resistance - 110 ohm + 10% (white-green to white-red)
- Spark plug** - Champion RA4HC (original)
- NGK DPR9EA9 or DPR9EV9 is a good alternative.
- Nippon Denso X27 EPRU-9 or X27 EPRZU-9
- Plug gap - 0.6 to 0.7mm
- Torque - 12 to 15 Nm. put "Copper Slip" on threads
- Plug cap - 1 K ohm resistance

POSSIBLE FAULTS TO LOOK FOR

Fan touches radiator

Remove tank. Look down back of radiator. Check that fan shroud has about 3mm (1/8") clearance all round. The fan mountings are slotted but if there is not enough adjustment, trim the front of the shroud.

Rising rate bottom link bolt can seize

It is well worth dismantling the rear suspension linkage every year. Support rear of bike, then remove the rising rate link. Two of the bearings are self aligning ball joints, these just need some grease either side to keep the wet out. The lower long bearing needs to be cleaned and greased as well as possible. It is vulnerable and can easily get full of water and go rusty.

Long rear engine bolts can seize

This may be a problem in the future if you need to remove the engine. Remove the bolts one at a time clean off any corrosion and coat them in "Copper Slip" or grease before refitting. Torque 30Nm. GeN 1p9

Starter clutch failure

Some last for ever but others fail in a few thousand kilometres. Similar units are used on some other makes and they give trouble as well. Piaggio tell us that quality has been improved now so let's hope it will cease to be a problem in time. Job can be done with engine in frame, remove left side engine cover. Starter clutch is p/n: 328652. Replace gasket p/n: 321942 & gear shaft oil seal p/n: 321275.

Details of possible repair in GeN 8p16. Also see GeN 6p5.

Tank touches frame tubes

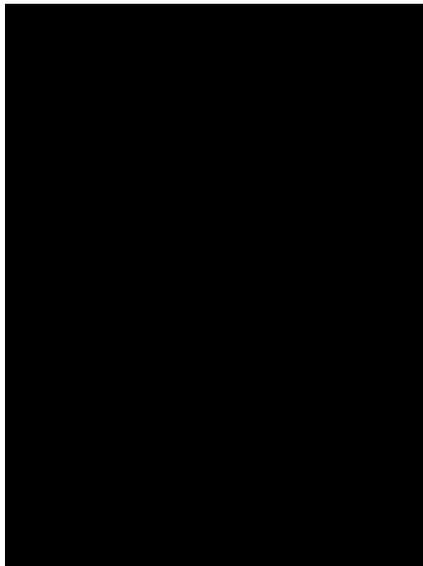
Because the tank is rubber mounted it can move and touch the frame tubes where they are

NEWS from the NETHERLANDS

A G-Mail Special

We have several members in the Netherlands who all seem serious Gilera enthusiasts. **Simone van der Veen** writes:

"May 1995 : Love at fist sight !!! What a bike that pink/black Nordwest.



Simone van der Veen's Nordwest featuring very smart hard luggage

Starting problems ? Only when the temperature gets below 10 degrees Celsius. My solution : 1. Keep the battery in good shape. 2. Drain the carburettor. 3. Pull out the choke slowly when starting until engine fires. 4. Put the bike upright when starting it.

Someone told me that I don't have to drain the carburettor by letting fuel out of it, but just have to close the fuel tap approximately 100 meters

before getting home. I haven't had the chance to try it yet, but it seems to be a good alternative. Although a Nordwest is a terrific bike it needed some improvement.

1. The impossible choke became my best friend by replacing it with the choke of a YAMAHA SRX and mounting it on the handle-bar.

2. I managed to find 'Hepco and Becker' 30 litres and 40 litres sidecases with luggage rack designed for the Nordwest. As topcase I use a GIVI Easybox.

3. A BMW K75S windscreen proved to be very helpful as well (see picture) and fitting it on the bike is easy. Also the height of the windscreen is variable. If you want to know how it's done, just write me and I will send you a detailed description .

4. Fitting a 120/70 front tyre improved steering. I used Metzlers ME01 to replace the Michelin Highsport. They seem to be a good choice but since this is only my second set of tyres I can't give much information about tyres I have used.

All this makes it the perfect bike for me. The only thing I hate about it is the constantly cracking bodywork. Does anyone know how to prevent this from happening.? [See the NW fact sheet for details of modifications - Ed.]

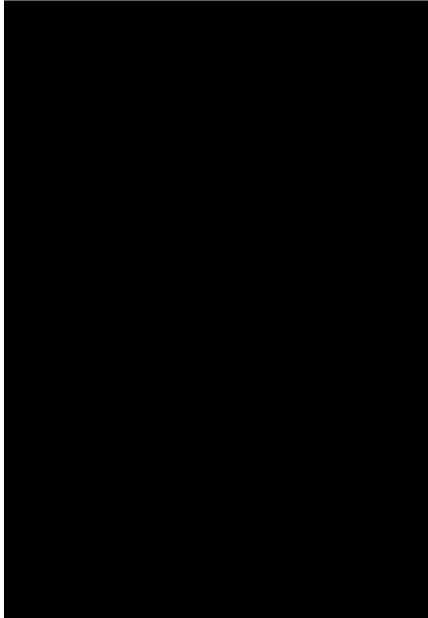
So now you know my bike. Although it is not possible for me to be a very active member of the network, everyone who visits The Netherlands is welcome in Emmen. Whether you need help or just for fun."

Jeroen Baack has been busy acquiring bikes (an 125 SP02 and CX to be exact). He also sends news of a starter gear breakage:

"Just as a general warning this, for those who didn't know: Dutch driver Jan Cees van Rijckevorsel had some problems with his starter engine. Two teeth broke off from the little gear between the starter engine and the real engine. Luckily the teeth didn't go between the two gears as happened before to some other Saturno's. I have seen crankcases which were damaged by this and: yes, it happens now and then. You can repair them but they aren't very nice anymore. A reason more to remove you starter engine and the rest ???"

Jeroen suggests weakening the bolts which secure the starter motor to possibly prevent a similar gear breakage doing so much damage to the crankcases.

News of the possible attractions of the Knockhill meeting next June have already been announced via the G-Net mailing list which John Rushworth administers, and Jeroen is keen to come over to meet up with us then if he can.



Simon Roberts e-mailed me :

"Despite not having a true "Mass Market" product, we Nordwest/RC 600 owners seem to face a bewildering choice of aftermarket exhaust systems - Quill, Rodan, Arrows - these are just the ones that I have come across over the last weeks!

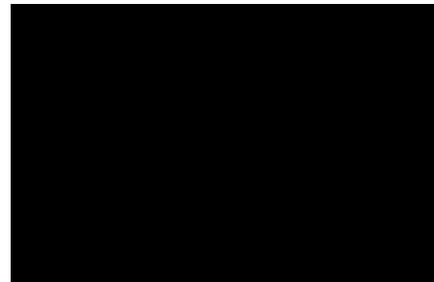
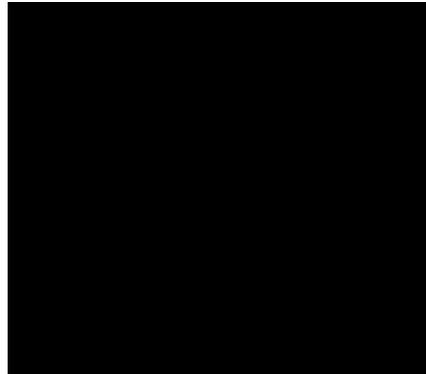
Also, I see many owners are changing carburettors, with even mention of a handlebar-mounted choke kit. [Indeed - see Simone's note and the NW Fact List - Ed.] Does anyone know the full story of which exhaust/carb combination works best to achieve the particular performance enhancement each individual owner may require and what may have to be changed to do it?

Would this be a good idea for an article? [Jeroen is organising a Dyno-Jet graph library which might provide the data you are looking for see G-Net Internet pages - Ed.]

William Murar sent me some photos of our Patron Geoff Duke and a Gilera 4 at Daytona: *"The 4 was in the pit area for everyone to see - just don't touch ! It was then fired up and did a few parade laps around the Daytona circuit with a*

and from the U.S.A.

number of other exotic bikes. It was certainly a joyful noise - all those open megaphones."



1996 EVENTS DIARY

8/9 March - Scottish Motorcycle Show - see page 4

11 May - Spring Gathering at the National
Motorcycle Museum (*provisional*)

18 May - BMF Rally

21/22 June - Knockhill Bob McIntyre Meeting - see page 3

MEMBERS LIST

As I have not had many complaints, I am assuming that the members list does not contain too many blunders. Don't forget to send any change of address to our new Membership Secretary Pete Myers (see back cover for details). Meanwhile welcome to the following new members:

223 Rob Dixon Surrey NW

224 Les Clark Yorkshire NW

225 Rab Thompson Northern Ireland NW 226 Jim Foot Hampshire NW

227 Les Wassel Cheshire RC

T-Shirts

Mike Riley is working on a new 'generic' T-shirt design featuring the various Gilera logos over the years. If you have an Office World nearby they will do a one-off at surprisingly reasonable rates. I have one featuring an A4 red & gold new Saturno type logo on the front, with a network logo on one sleeve. I could supply a colour photocopy for art work if anyone else is interested. Cost for mine was around £11 (i.e. two images)

Road Tester's Gems No. 10

Probably the most genuinely innovative design
in motorcycling in the last five years

NORDWEST - Which Motorcycle ?