

Editorial

Firstly a reminder - I am definitely standing down at this year's AGM.

On a more positive note Freddie George has volunteered to be Treasurer - well done that man.

Lots of large point font and pictures this issue - guess why !

It seems Pontedera want www.gilera.co.uk. Lucky for them it didn't fall into the hands of someone less sympathetic perhaps ? Funny, I can't seem to find a Gilera Ltd registered at companies house ! I am trying to get them to agree to the Gilera Network having gilera.org.uk.

No real news of the 'nouvo quattro' yet. I am afraid 'badge engineering' does little to sell a bike to me at any rate. Unless it results in a machine which offers a real alternative I fear sales are never going to be large after the initial novelty.

Ironic that the 'Raptor' name ended up on a TL1000 engined Cagiva, but no doubt that the 'DNA' really does look like a 'GM' bike !

Three cheers for Mike Riley, who has found a new venue for the 'Spring Gathering' - give him your support and encouragement by turning up - see page 14.

Many thanks to Stephen Harvie for a major contribution which I am

serialising. His evocative account of travels through France took me straight back to my two-up tour on the '250' Morini in 87 - wonderful stuff.

The 'Italian Job' looks even more spectacular an event than we first thought. Fancy lapping Monza and dining with famous Gileristi of yesteryear ? See page XX

If you can't make it, then reserve a date in your diary for the Gilera day at Elvington on 23 September.

More chances to get together with other Gileraphiles this year than ever before, so make a Millennium resolution to get to at least one of the gatherings.

No feedback on the AGM date, so presumably no one will object if it is the 'Stewponey' in July.

I suspect that I will be scaling down my 'stable' of Gileras, and must admit that I have a yen (no pun intended) for a new hill climb machine - something smaller and lighter that I can get in the back of the camper perhaps rather than have to tow a trailer. A GFR with a Husaberg motor would be perfect - dream on !



Now read on ...

Chairman's Chat

I mentioned before that I was going to New Zealand. Well I went and it was just amazing. I won't go on about it too long but I will give you a few brief notes.

New Zealand is a fairly young country made up of volcanoes, many of which are still technically active. Most of the two islands is hilly or even mountainous, so the roads tend to be winding!

The South island is slightly larger and is about the size of England and Wales.

Auckland in the middle of the North island is where all the big money is although it is not the capital it seems as if it should be.

About 3 1/2 million people live in New Zealand and over two million of them live in and around Auckland so the rest of the country is fairly "laid back".

Cost of living is low with many things costing a third of what they do in Britain.

We bought second hand bikes in Auckland, strapped our tent and sleeping bags on and away we went. The locals are friendly and will always tell you the places to visit in an area so we made up our route as we went. Travelled a total of about 6000 km. in six weeks and then sold our bikes to a dealer back in Auckland. We took a bit of a loss but it was still very cheap transport.

There are not many Gileras but they are about, if I had been there two weeks later I would probably have been able to get a ride on a four-cylinder racer! (one day I will). I mentioned that the locals are friendly, this extends to them expecting people to come and stay with them. I had spoken by e-mail with Saturno owner Bill Irwin who lives in Nelson (at the top of the South Island). I called him when we were near and he invited us to stay for two days. His black Saturno was originally imported for racing and has had some head work done, that together with a K&N filter and free flowing silencer give it a lot more mid range and it thumps along very sweetly at much lower revs than a standard one. I was aware that it seemed to vibrate more than mine and I don't know why that should be. A nice bike, but it bit loud if you opened it up.

Mid sized bikes suit the roads very well, there are not many roads where you want to do great speeds and a lighter more agile bike suits the endless corners. NZ is a place where people enjoy doing things, most people are interested in sport. Biking is popular and you only have to ask to find out where the best scratching roads are, there are a couple of race circuits but many meetings are held on closed roads, there are race meetings most weekends during the summer.

NZ is one of the places in the

world to glide and many records have been set there. I could not go all that way and not do some gliding and it was some of the best flying I have done. My best was a six hour flight through the Southern Alps and I climbed to 12000 ft. The view was just awesome.

Anyway that was New Zealand, my recommendation is GO THERE. We saved for five years and I took my leave entitlement for two years all together so that we could have two months; It really was a holiday of a lifetime.

The more important news is the rally at Arcore. All the details are in this edition. Several people are already booking ferries and it looks as if it will be a spectacular event.

Piaggio are launching the DNA 50 (Compact) in Milan during the week before the rally so lots of people will be in the area and should be visiting Arcore. Geoff Duke has been invited and will be attending. I am sure many other famous people will also be invited and plenty of exotic hardware should be there.

Latest word from Italy on the Gilera super bike is that it is still going to be a 600 and it is still going to be ready for sale in 2002. However they still do not have an engine! Talks are going on with Triumph and Suzuki but nothing

is settled yet. A Triumph engine would be wonderful but I suspect it is more likely to end up with the, soon to be announced new Suzuki 600 four. Watch this space, as they say.

The range of Gileras in the shops is increasing. Runner and SKP are still big sellers and now the Coguar 125 custom is on sale. The 50cc trail and super motard bikes are due soon and it is not that long till we will see the DNA (Compact) 50 on the roads in June. The Gilera name is starting to be well known and at the moment the future looks rosy.

Next year (2001) we will get Runner 125 and 180 with the new four stroke engine, the DNA 125 and 180 will arrive again with the four stroke engine, and the 600 should be unveiled at Milan. Also we should have a Gilera race series again in Britain.

In 2002 the big bikes will go on sale and take Gilera into another new chapter. They are acutely planing three 600cc models so it will not just be something sitting in the corner of the dealers show room. Gilera should have a really big impact.

Piaggio Ltd. have just moved from the industrial unit in Orpington to far more prestigious offices near Waterloo station.

The new address is.

1 Boundary Row

London. SE1 8HP

Telephone. 020 7401 4300

NORTHWEST & RC600 IGNITION

If you have a problem with the sparks on your Northwest or RC 600 these illustrations may help you understand how the ignition system works.

The original Northwest and the first RC600 with Northwest type body work use a capacitor discharge system that is completely self contained and separate from the battery circuit. These bikes are normally referred to as 1991 specification.

Capacitor discharge has been the usual motorcycle ignition system since electronic ignition started to become common in the early 1970's.

Later Northwest & RC 600 bikes use an inductive discharge ignition system that is powered by the battery circuit that powers the whole bike.

This kind of ignition is becoming more common now and is more like the ignition systems used in most cars.

Looking at the complete wiring diagram it is harder to understand where the ignition circuit begins and ends.

Fault finding is far less straight forward because you may need to explore the wiring for the whole bike to find a short circuit for example. If

the 7.5 amp fuse blows then you have no spark, but why? It could be a fault in an ignition component but also it could be a faulty brake light switch or starter solenoid etc etc.

One potential problem with this system is that if the battery is not well charged then when the starter is operating it can be bringing the system voltage down far enough to cause the loss of the sparks. To help overcome this the system was modified for '93 bikes to include a capacitor and diode that should ensure there is power available for the CDI even with a fairly flat battery.

Most of the components are different in the two systems and are not interchangeable.

I have not been able to find a separate part number for the section of wiring with the diode. This could be easily manufactured. The capacitor is useless without the diode.

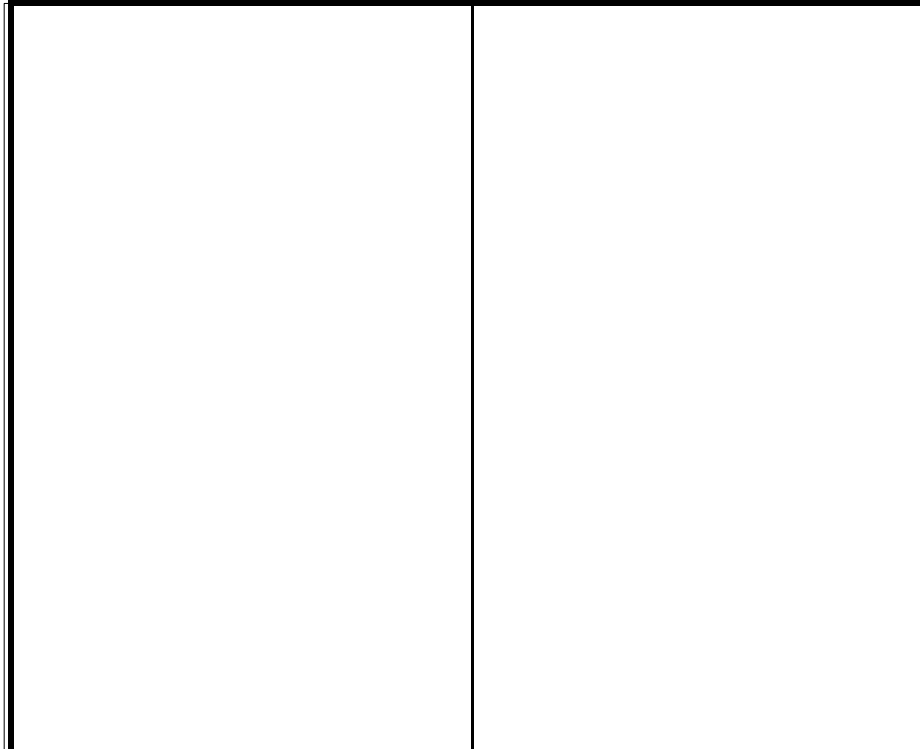
If you are adding the capacitor it must be rubber mounted.

The diagrams and notes are available in A4 size if you send me an SAE.

David Champion

COMPONENT	CAPACITIVE	INDUCTIVE
STATOR	324471	947126
PICK UP	324433	947125
CDI UNIT	324917	946788
REV. LIMITER	946075	N/A
HT COIL	328647	946789
CAPACITOR 25V 10,000µfd		946377

<p>The capacitive discharge system is self-contained / self charging and has no connection with the battery circuit.</p> <p>How to recognise this system.</p> <ul style="list-style-type: none">· The bike has two fuses (not three)· Pink and Green wires coming from the generator (from ignition charging coil)· Three wires from pick up (not two)· Five wires going to ignition switch (not four)· CDI unit has nine wires (not seven) <p>Test 1. Pickup coils. Two tests [white / green - yellow / black] & [yellow / blue - yellow / black] both = $117\Omega \pm 10\%$</p> <p>There should be no continuity to earth from any of these wires.</p> <p>Test 2. Charging coil. $218 \Omega \pm 10\%$. No continuity to earth from either wire.</p> <p>Test 3. Ignition switch & Engine cut out. These switches are OPEN when engine is running. They are closed to stop the engine by dissipating the charge to earth.</p> <p>Test 4. Rev. Limiter. If you suspect this, unplug it and connect the two connectors directly. I would not recommend deleting the limiter because if you do over rev the engine an awful lot of damage will occur. Taking it off will not make you go any faster.</p> <p>Test 5. HT Coil. Primary [white / blue - earth] = $0.2 - 0.3 \Omega \pm 10\%$ Secondary [white / blue - H.T.] = $9.2 K\Omega \pm 10\%$</p> <p>Spark Plug. Northwest; DPR9EA9. RC600; DPR8EA9.</p> <p>Plug Gap. 0.6 - 0.7 mm</p> <p>Plug Cap. 1KW. It is important that a resistor cap is used or damage will occur. You will not get a better spark if you reduce the resistance.</p>	



The inductive system draws its power from the battery and therefore can not function independently. If the battery is totally flat it will be difficult to start the engine by "bumping" or kick start (if fitted). Use "jump leads" in the same way as you would on a car. Fault finding can be more involved because there is much more to consider.

How to recognise this system.

The bike has three fuses (not two).

Only three yellow wires and two others from the stator.

Two wires from pickup (not three).

Four wires going to ignition switch (not five).

Seven wires from CDI (not nine).

· The rev limiter is part of the CDI

· If the system voltage drops to 6 volts the ignition will not produce a spark. Remember that a flat battery will show a good voltage when not under load but when a load is applied (ie. during starting) the voltage will drop.

Note '93. Because of this voltage drop a diode and capacitor were introduced on the bikes for 1993. The capacitor stores a charge to feed the CDI and the diode prevents the charge being lost to the starter motor when the voltage in the system drops.

The diode / capacitor can be fitted to '92 bikes and can be removed from '93 bikes if they fail.

As these items do improve starting reliability I recommend they are fitted.

Test 1. **Pickup coils.** Yellow / Blue - Yellow / Black = $110 \Omega \pm 10\%$

Test 2. **Ignition switch & Engine cut out.** These switches are CLOSED when engine is running.

Test 3. **HT Coil. Primary.** Red / Blue - White / Lt. Blue = $4 \Omega \pm 10\%$

Secondary. Red / Blue - H.T. = 13.8 K Ω \pm 10%
Spark Plug. NW; DPR9EA9. RC; DPR8EA9.
Plug Gap. 0.6 - 0.7 mm
Plug Cap. 1KW. It is important that a resistor cap is used or damage will occur.
You will not get a better spark if you reduce the resistance.

Classics Corner

The Last Waltz

Bringing down the curtain at the final Ricard Bol !

Dear Fellow Traveller,
The following text is a diary of the last Bol D'Or to be held at the Paul Ricard Race circuit at Le Castellet in provence in the south of France in mid-September 1999.

Preface

France's 3rd largest sporting event, after the tour de France and the Le Mans 24 Hour Sportscar Race, has taken place at the circuit Paul Ricard (of the pastis family) at Le castellet between Marsailles and Toulon, a few kilometres north of the Mediterranean Sea every September since 1979.

It is a festival of motorcycling the like of which is not experienced anywhere else in the world. The Bol D'Or (Gold Cup) 24 Hour Motorcycle Endurance Race first took place at the Montlhery Circuit (France's Brooklands) in the 1920's then transferred to the Bugatti Circuit at Le Mans in 1971 before being re-allocated to Provence. Because of the sale of of the facilities for re-development it will now take place next

year and for the foreseeable future at Magny Cours near Nevers/Moulins. This is a modern stadium type, television friendly track, lacking in the raw culture, climate and history of the Provencal autocircuit which, although it was a bit boring and predictable a race track, created a special atmosphere of its own with the electrifying 2 kilometre long Mistral straight where the fastest of the works machinery regularly topped 300 kph the focal point.

For the experienced touring British Morotorcyclist it was a Mecca many would go to each year (as many as 20,000), comparable to the present day German invasion of the Isle of man for the TT, which has kept that race-meeting financially viable despite no longer catering for the superstars of the sport. To the Brits it is not so much the 24 Hour Race that appeals but the long journey there and back and the anarchic party atmosphere created in normally dull and boring (after 8pm anyway) France.

I first went there in 1984 and ever since I have only missed 2 years but I still consider myself a newcomer compared to others. I have travelled there fast by autoroutes for a long weekend but much prefer "doing the Bol" as a fortnight's holiday, using only the routes Nationals and the 'D' secondary roads instead (red and yellow ones on the Michelin maps). My chosen vehicles have ranged from a new 1983 Triumph 650 Thunderbird for the first few years, twice by a £45 Honda CB175, twice by 150 Gilera 4 strokes (1992 and this year), twice by my original 1973 Norton Commando 750 Interstate and more comfortably in an Austin Maestro on 3 occasions when

mechanical problems and logistic needs of injured friends dictated so. The most enjoyable were the trips on the Italian lightweights, the reasons illustrated later in the dialogue.

Each year the route there and back, like the Tour de France is different but often crosses the same places and areas, so over 18 years I have got to know France extremely well and the slower one goes the more one gets to love this vast country of great contrasts of landscapes and lifestyles. I have experienced every type of weather and driving conditions but some years the waterproofs have remained in the panniers while in others one's clothes never seem to have dried out at all.

Despite the continued Americanisation aided by Japanese technology and creeping global Thatcherism, France is still a proud patriotic place of Gauloise, garlic and old men in berets working the land who stare in disbelief as you blast by on your motorbike in search of Nirvana. You know you have arrived when you have your first coffee and croissant for breakfast, Bierre 33 at lunch with a baguette and cheese and cheap "vin rouge" with your merguez sausages for dinner yet you will never get used to stand up WC toilets, endless avenues of poplar trees and a language that despite 20 years of linguaphone tapes you will barely understand and only be able to converse in on your last day there.

The following is an anecdote of this year's great voyage but when I close my eyes it is the past 16 years in memories and thoughts of the "Road Reverend Harvie" on the never ending journey of life that the Bol meant to so many people.

The Last Day of Summer

It was a nondescript kind of village I pulled into late afternoon on the way up from Chateauroux towards Blois on the Loire. I was chilled from the long journey up the route nationals on the little 150 Gilera from Clermont Ferrand, 3 days after leaving the final Provençal Bol D'Or, where it had been wet and depressing and now I had prematurely discarded the waterproofs an hour previously and the quiet highways with a mixture of long straights, gradual inclines and steep descents meant that the trusty Italian 4 stroke had been working hard, continually topping 100 kph with ease.

The two previous town's campsites, although highly advertised in advance on the side of the road, were "fermied" for the season and I was beginning to be worried in case they were all going to be similarly closed. Chemery's site was different, situated a few hundred metres to the left of the village, it had 1 tent on it (partially dismantled) and a couple of cars parked next to the reception. It looked a new or recently refurbished Camping Municipal



with a sparkling nouvelle azure blue swimming pool entertaining the hamlet's kids after school.

I was greeted by the charming Angelique (I think her name was) who informed me that this was the final day of the season and I would be the only resident if I accepted the charge of 25 francs. I did as I had had enough of travelling that day so I leisurely erected the tent close to the new facilities and organised myself in the now hot sunshine which had materialised, all the time observing the gradual closing down of the establishment by my hostess and the swimming pool handyman assistant. A lack of tourists determined this early termination but the accompanying natural life of the area refused to give in to the impending autumn. Tractors were still in the fields harvesting, fish in the adjoining pond jumping and all sorts of wildfowl, eagles, swallows and other unidentified "oiseaux" performed their animated chorus for the benefit of this solitary resident. Even the gentle rustle of the huge poplar and chestnut trees, still adamantly clinging to their foliage was hardly audible, although plums, apples and pears in adjacent orchards were heard to fall, whilst the scent of grapes from the ripening vines of this important wine-producing region neutralised the normal agricultural odours of rural France.

After a swim, an hour lying sunbathing, reading my holiday novel and watching the sun go down over the horizon, Angelique had finished her chores and announced that she had to finally close up the site. We amiably shook hands and she then parted, leaving me the keys and locked into this autumnal bliss after informing her that such a picturesque encampment deserved a return visit and recommendation to like travellers in the future.

In the cooling sunset of a perfect day, I could for a short time act out one of my life time ambitions - I was now the owner, patron, governor, guardian and master of

my own campsite in France ! To complement this achievement, after dusk I walked around the deserted village, architecturally a mixture of the old peasant wine producing France, the older Nobility state of pre-Napoleon with its small but decaying moat-surrounded chateau and the new landscaped tarmac, coloured pave with modern street lighting amongst a few new style homes comprising the main thoroughfare towards Blois with the residents all behind shuttered windows watching TV of course.

There was only one place to have dinner. The "Pied de Mutton" restaurant looked empty but the sign outside said dinner for 59 francs. Once inside, parked on a small stage in the corner was Jean Deletang's 1992 Bol D'Or winning 750 Suzuki GSXR complete with leathers, photos and other memories of victory. This had to be the icing on the cake. The lady of the restaurant was a friend and sponsor of Jean who incidentally, came second this year on a Yamaha. I took a photo of her and the machine, enjoyed a simple but appropriate meal beside several locals informed of my travels, and departed into the still warm night, acknowledging the night-time truckers on their way to Parisian markets and wandered back to 'MY' campsite to dream of where I will exhibit my Norton and Gilera after I have built the restaurant next to the swimming pool.

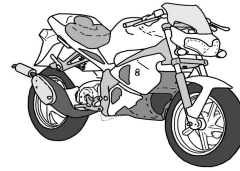
I was out like a light, slept like a log for 9 hours and departed slowly the next morning after 2 laps of my new estate and savouring the moment I padlocked the gate taking a couple of photos as evidence then it was back to reality and off northwards on a really "singing" little Gilera whistling contentedly to myself all the way to Le Mans.

Continued on Page 20



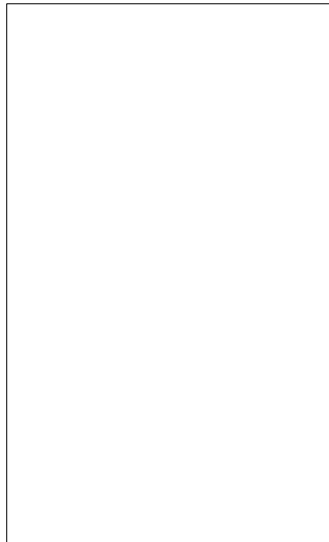
GILERA

Twist & Go



The major item on a twist and go powered two-wheeler that makes them so easy to ride is the automatic gearbox. The thing most people don't realise is how relatively simple and tweakable these gearbox units are. I will try now to describe the basics of how a gearbox as used on the Gilera auto's works.

The gearbox or Continuously Variable Transmission (CVT) as it's known, uses two expanding pulleys connected by a rubber belt. Differing drive ratios are created by altering the size or effective diameter of each pulley. So a small pulley driving a large pulley via a belt is a low ratio and a large pulley driving a small pulley is a high ratio. The trick is how to vary the size of a single pulley.

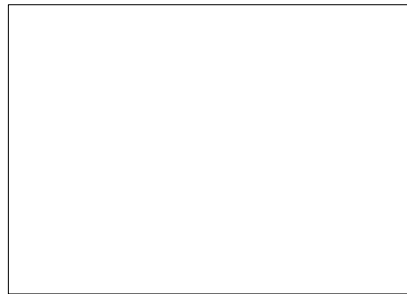


Variator Assembly

The diagram above shows a split variable pulley known as a variator. The variator as

used in the Gilera Runner has 6 rollers but the variator assembly diagram only has 4 to aid clarity. The variator assembly is bolted to the crankshaft and therefore spins at engine speed. As can be seen in the diagram the variator pulley plates are angled so the belt can easily ride up and down the pulley faces as the pulley halves move apart or closer together. The pulley movement is caused by the rollers. The rollers move due to centrifugal force so the faster the variator spins the further the rollers will move from the centre. This roller movement pushes against the inner plate and ramp plate forcing the ramp towards the outer pulley and thus causing the belt to ride up the pulley face creating a larger effective diameter.

The rear pulley has nothing as elaborate as rollers but uses a split pulley controlled by a spring. A diagram can be seen below

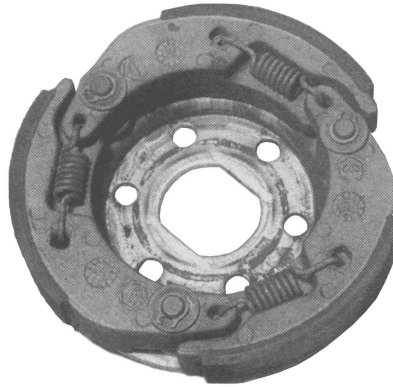


The basic job of this pulley is to keep the correct belt tension. As the variator effective diameter increases the effective diameter of the rear pulley decreases as the outer plate is pushed out by the tightening belt. When the effective diameter of the variator decreases then the rear pulley effective diameter increases due to the spring acting on the outer plate. A centrifugal clutch controls the passage of motive power to the final

conventional geared final drive unit. This basically consists of three shoes as shown in the photo below. As rotational speed increases the shoes move outwards due to centrifugal force.

Tuning parts available for these CVT units consist of various differently weighted sets of variator rollers to control how fast the unit responds. Using heavier weight will cause the variator to move to a higher ratio at lower Rpm possibly to take advantage of any extra engine power gained through engine tuning. Likewise a few companies produce springs of various strengths for the rear pulley unit. The clutch action can be altered by changing the strength of its springs. A stronger set of springs will cause the clutch to engage at higher engine speed. This is usually used for race applications as they can cause the front end to become easily airborne.

Gary Cooper



Clutch shoe and spring assembly

For Sale

NORDWEST

1994 L reg, pink, good condition, 9,000 kms, serviced and new tyres

£2,250

PIUMA

1990 560cc racer, frame number 32, unused mint condition, ex John Surtees

£6,500

**Tel Raymond Ainscoe
01943 816775**

PIUMA

number 40.

Top condition and original, modern street bike or racer can be taken into payment.

Price US\$ 9000

Jeroen Baack

Tel: +31-53-5741398 or

JBX@Planet.nl



WANTED

Small (125cc to 250cc) GILERA, preferably early model, to restore, which is complete and original. (Incomplete and non-original bike might be acceptable). Alternatively, similar Italian lightweight machine of another make.

Also seek original early Gilera "Saturno" or 300cc Twin. Modified or altered bike might suit.

Please telephone Norwich (01603) 789156 (answerphone if out: leave message for callback) or try 01603 505438 evenings. Alternatively 0771 4073247 any time.

Looking for any copies of "Sports Car and Lotus Owner" (Small magazine in issue in 1950s/1960s with green/white front cover.)

Freddie George



G-Net

<http://www.gilera.co.uk/gilera>

More gilera@onelist.com traffic:

I have 93 UK Northwest. There is a yellow sticker on the side panel which shows "RESERVE" at the top, and "ON" at the bottom.

The fuel tap is marked "ON" at the top and "RESERVE" at the bottom.

The fuel tap works the way it is marked, so the sticker is wrong.

Are they all like that?. If not is it the sticker or the tap that is weird on mine?

.....
I've a 93 Northwest as well. Mine's definately "RESERVE" at the top, and "ON" at the bottom like your sticker says. Perhaps a previous owner has replaced the original?

I hope you didn't find out which position is reserve the hard way :)

.....
Don't care too much about this things.

Happy Italians I would suggest :)

On my Saturno it's the same. The fuel tap is marked just the other way like the sticker. The sticker tells the truth.

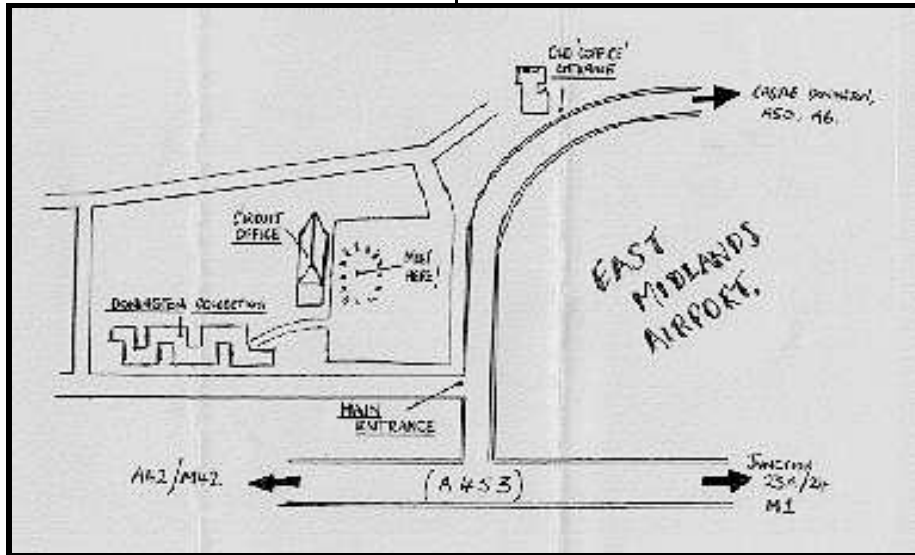


Spring Gathering

**DONINGTON PARK
SATURDAY 22 APRIL
1300 hrs**

Congregate at the 'Circuit Office' - this is the old white building near to the circuit main entrance (parking is on gravel).

If bad weather - meet inside the "Donington Grand Prix Collection" building (the cafe is also here.)



OR if you fancy blowing away any remaining cobwebs meet at 1100 hrs for a meander around some twists 'n' turns of Leicestershire and Derbyshire.

For any further help/directions phone:

Mike Riley

on 01332 722736



I now have details of this event which looks like being very significant.

The program is as follows:

SATURDAY 13 MAY

09.00 Meeting at the 'peg' parking (guarded), entry procedures opened, registration of the motorbikes, consignment of the pennant and transfer to Via San Martina (closed to traffic).
 10.00 Exhibition of the most important Gilera motorbikes in the historical Villa Borromeo d'Adda and opening of the Photographic Show.

11.00 Transfer from Arcore to Monza motordrome with police escort.

11.30 Parking of the motorbikes in the Gilera Historical Registry reserved paddock.

13.00 Parade of all the Gilera motorbikes on the circuit of Monza autodrome.

13.30 Return to the Gilera Historical Registry reserved paddock; Trade show and races of the 51st Intereurope Cup.

17.00 return to Arcore with police escort and parking of the motorbikes along Via San Martino (closed to traffic).

19.30 Transfer of all the motorbikes to the Peg parking (guarded and with enclosure) for the overnight stay.

20.00 Grand Gala with introductory speech of the Gilera managers.

20.30 Dinner, historical footages, presentation of the "Gilera Virtual CD" made at the "Einstein high School" of Vimercate under request of the City of Arcore and the new Gilera Motorsport book.

SUNDAY 14 MAY

09.00 As Saturday

10.00 As Saturday

11.30 Transfer from Arcore to Monza motordrome with police escort.

12.00 Parking of the motorbikes in the Gilera Historical Registry reserved paddock.

13.30 Two laps parade of the official drivers of the past, followed by the parade all the Gilera motorbikes.

14.00 Return to the Gilera Historical Registry reserved paddock; Trade show and races of the 51st Intereurope Cup.

16.30 return to Arcore with police escort and parking of the motorbikes along Via San Martino (closed to traffic).

17.30 End of the event with farewell speeches of the Mayor of Arcore Mr. Antonio Nava, of the Presidents of the Gilera Historical Registry Mr. Luca Dallorca and of the Gilera Club Arcore Mr. Paulo Gornati.

SUBSCRIPTION DETAILS

The entry fee is 50,000 Lire (36 Euro) and includes participation in the event and entrance to the Monza Motordrome for the parades on Saturday and Sunday plus a

comemmerative pennant, while the Grand Gala dinner on Saturday night costs an additional 70,000 Lire (36 Euro).

All the famous Gilera official drivers of the past (**including hopefully Geoff Duke - Ed**) as well as other important personages of the company will attend the Grand Gala (so evening dress is suggested); the dinner will have 350 seats available and they will be assigned according to the receipt date of the reservation.

Although we accept entries until 13 May (every Gilera motorbike produced since 1909 will be admitted), we kindly ask to send the entry request no later than 15 April 2000 so that we will be able to arrange the entry procedures in advance.

Even those motorbikes not in compliance with all the documents can enter the event, provided that the participant made preventative request to the organising staff; of course it is mandatory to wear a ratified helmet and to have a valid driving licence, besides passengers can not be transported; in order to enter the event please send characteristics, year and type of your motorbike to:

Registro Storico Gilera
Via Matteatti 7 - 20043 Arcore
(Milano) Italy
E-mail:
registrostoricogilera@idea.it
Fax +39093617868

[Details of hotels are available]

Unfortunately, a combination of circumstances mean it is unlikely that I will be able to attend and David is not certain yet. Dick Stapley appears to be the only member who is definitely going. If you are interested I can put you in touch with him.

Just think, you could also call in at Frigerio's, and perhaps visit the Guzzi museum at Mandello.

NORTHWEST FRONTIER

This year I managed to start getting the 604 ready for the new hill climb season well in advance of the first Hartland meeting. Just as well !

The main work required was a cam belt change. This went OK, but the beast was very reluctant to start and needed to be 'jumped' from a car battery. Once warmed up all seemed well, but when cooled down it didn't want to go again. Checked the valve timing - spot on. Adjusted the valve clearances (exhausts tight - inlet loose) - still not playing.



Flash back to 'Championat de France de la Montagne' August 97

Tried a new (DPR8) plug - no better. Just the same symptoms as when I first put on the FPM big-bore kit using the proper head gasket in '97. Give it a little help from an extra battery and away it goes (bear in mind that this is an early 'true' CDI ignition system).

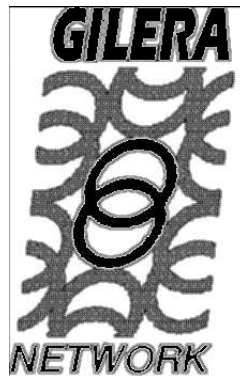
I decided to try an 'EV' plug (thanks Robin for picking it up for me !!!) and have a car battery and jump leads ready in the starting area. As luck would have it Dick Stapley phoned me about the 'Revival Internazionale'. He told me how easy it was to fit a larger capacity (20 AH) battery, but more importantly made me think about what might have changed since last year when starting was easy. He pointed out that a belt change meant disturbing the relationship between the flywheel rotor and ignition sensor. Following his advice I re-fitted the sensor making sure the 'pips' were as close as possible to the 'blips' on the rotor. This seemed to help,

and once combined with the new 'EV' plug the motor was persuaded into life at Hartland without artificial aids. Once well warmed up it gave no further trouble through the day. So the moral is if you experience cold starting problems and the standard fix of draining the carbs fails it might be worth checking the rotor/sensor clearance.

Unfortunately, not doing either of the Hartland meetings last year meant I could not take advantage of the fact that the bike was going really well and the excellent weather to put in a decent time.

✍ Pete Fisher

Network Clothing



Les was able to order a good sized first batch of clothing, so we can now make small orders as and when we need more items.

The gear really is excellent as you can see from the pictures. You will find a new order form with this issue. Don't forget the profits go towards future plans for some kind of spares scheme , so get those cheque books out !



G-Mail

Raymond Ainscoe

As announced in Classic Bike, the Elvington air museum near York plans to have a Gilera Day on 23 September to celebrate the 50th anniversary of the marque's first world championship.

In the afternoon, it is planned to have a Gilera rally and obviously Network members will be welcome.

In the evening it is planned to have a question and answer session and I understand that Duke, Minter, Bob McIntyre's daughter Eleanor, Surtees and Lomas have been invited. It is hoped to have a Gilera 4, an MV 4 and a 350 Guzzi single, together with the single cylinder racers on display.

From Italy, the museum hopes to invite engineer Sandro Colombo, Umberto Masetti, Dorino Serafini and Liberati's son. However, I do not know if any one of them will be able to come - particularly Serafini who is 91 and not too well. There may however be telephone calls to Italy. However, Network members should not bank on the Italians being there - they are too unreliable.

Perhaps you could mention the plan in the next issue of Gen.

Neil Beaty

Have bought my Nordwest N 757 NHB after a two year absence (incidentally with 1000 miles on since I sold it and £1000 cheaper !) The rear swinging arm

spindle sheared whilst 2 up with his wife on board and wasn't used much since this incident. I was pleased to see the twin 33mm carbs were still with the bike.

My first expense was to find a suitable exhaust to match the carbs. Upon contacting Quill I found they no longer have the pattern for NW exhausts so they need the bike. So I ordered an oval Micron alloy can off M&P. £112, excellent value, and fabricated my own intermediate pipe. The result is amazing - more power - more noise (unfortunately).

Is it possible to do a feature on tuning Nordwests i.e.:

Step 1 Exhausts - which one from where ?

Step 2 Carbs - how big from where?

Step 3 Headwork - who (recommendations) ?

Step 4 Capacity - how big, where from ?

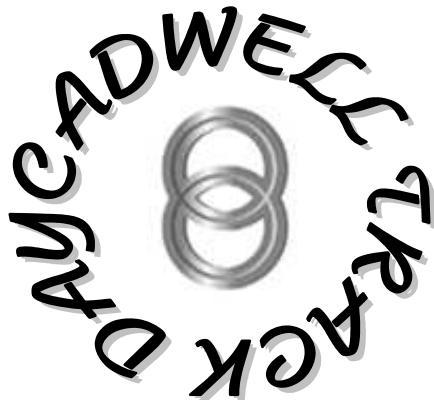
Obviously with my Keihin carbs + exhaust the cylinder head is my next priority. What does this entail ? Who do people recommend/ not recommend. Hope to see you all at Cadwell.

P.S. I just started to notice my bike occasionally jumps out of 2nd gear when off load or riding gently, but not under power, any ideas ?



Gilera Network Census 2000

**A reminder to return
your completed census
form (yes I know I have
only just done mine !).**



Plus Three Sisters !

The dates for the track days are confirmed as :

Cadwell - 16 June
Three Sisters - 18 August

I will send out details of the Cadwell do as soon as I have them.

The Last Waltz

Day 1 - Sunday 5th September 1999 - "No regrets"

A leisurely breakfast was taken at "Hermit Villas" in Chatham as I dithered about deciding which machine to take on the big trip. The Gilera won as the Norton was still recovering from a bout of lead (or lack of) poisoning due to no more 'super benzine' on a recent jaunt to Germany and Poland. The 150cc Arcore 5v was as happy as Larry as I loaded it up while the Commando sulked in a corner of the garage.

By 2.30 on a very hot and sunny Sabbath I was off, after filling up with petrol, in the direction of Portsmouth for the 23.00 hours ferry to the promised land. An hour later, at a stop for ice cream and lucozade on the A3 I saw the machine of the trip - a brand new £25 grand MV4 (French Reg). The owner obviously had just popped over from Paris for Sunday lunch. A further hour saw me in a hot and sweaty Southsea to witness Britain at play, with families, kids, pensioners and couples all enjoying the usual seaside treats. I had a drink at Old Portsmouth slipway, watching the Isle of Wight, Gosport and European ferries trying to avoid the jet skiers, speedboats and sail-boarders amongst the remnants of Britain's senior Service old and new.

An early evening stroll round the town in search of non-existent open fish and chip shops followed before heading for the ferry terminal, another drink at the truckers pub containing a couple of Glasgow bikers on the way to the Bol as well, watching the San Marino GP from Imola on the TV. With 4 hours still to go before embarking I took off into the poor part of the town and a "Chinky cairry-oot" before returning to the tavern for "Route Planning" and discreet earholing of fellow motards and camion

drivers and self examination of my inner thoughts on this my 14th trip to Le Castellet.

I have a worrying unsettled air about myself as I fast approach the half century in years let alone a new millennium and I kind of reflect on how life should have progressed normally and I should have been one of those people enjoying summer with the trappings of loved ones and family present. How ironic that it was back in October 1988 on a weekend break here in Portsmouth, that doubts appeared in a relationship that had been forged in 1976 on the longest, most enduring circumnavigation of Europe on the Norton resulting in marriage and habitation in Kent, signalled the break up which was about to slowly take place over the next couple of years and confirm the present years of enforced isolation.

Never mind, tomorrow will see the same happy couples arguing in supermarket queues while their spoilt brats run amok with their Play Station/ McDonald's culture, all products of Thatcher's revolution along with their Japanese cars, mobile phones and banal computer speech which will set me up nicely for the next 10 days in "La Belle France". This superb country is still stubbornly trying to delay the further "modernising" of life brought about by Bill gates, Rupert Murdoch and smoothy money launderers like Richard Branson, which mad Maggie and Ronnie (which country am I in ?) Regan made possible despite the fact that they (the French) murdered our Princess 2 years ago. The jury is still out over that one as these conspiracy theories don't exactly explain Mrs. T's non committal response when the rest of the nation was grieving. Lady Di's constant saturation media coverage throughout her life, both the good deeds and the invented scandals illustrated by old Rupert ("I made a lot of money out of Di when she was alive and I will make even more now she is dead")



Murdoch certainly diverted the attention of the nation way from Thatcher's atrocities which continue to affect everybody, ten years after her apparent demise. In fact 7 weeks into Blair's government he invited her holiness round for tea at Downing Street to advise him and immediately my allegiance to New labour evaporated.

Meanwhile Politics (Ben Elton stuff) over I was joined in the queue for the ferry by a couple on Honda 600's. Mark and Justine were comparative newcomers to the big Armegeddon weekend ahead. We were soon joined by another 20 odd bikers driven by the usual northern "Trouble at mill" blokes in their late 40's and 50's some of dubious 'leaning'. Why are there no young motorcyclists anymore ? On these trips there is never anyone under 30, few under 40, yet I have been doing these journeys since 1974 when I was 23 so next year will see me joining the over 50's still with no thoughts of owning a BMW and 10 years short of becoming a Gold wing or Harley rider. The bikes ridden are usually state of the art superbikes predominantly Japanese. For obvious reasons there are no Harley Davidsons, few classics except for cranks like me and absolutely no British iron.

Stephen Hawie

To be continued