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Editorial

It's my second edition of *THE GeN*, it's a little easier to produce now I have the template and art work done.

I must apologise to who ever sent me an article comparing their Nordwest against a new Cagiva Raptor, soon after receiving the email my computer developed a fault and this article was lost, so whoever wrote it could you re-send it to me for inclusion in the next GeN.

As can be read later in Mike Rileys article we had a few problems with the organisation or complete lack of organisation at Elvington on the part of Mr Tappin. During most of the day the Gilera Network stand was the main attraction of the event. October was the Classic Mechanic Show time at Stafford, This event is also cover further on by Mike Riley. There's also Nordwest Frontier by Pete Fisher, Twist & Go, NEC bike show news, the penultimate Last Waltz and a view of owning a Nordwest in Ireland by Mark Gracey. Finally there's a Christmas prize draw organised by Les Wassall and a few problems and cures in G-Net.

If anyone has any material for *THE GeN* then send it to me my post and email address is on the back cover.

Chairman's Chat

I recon we all know how good our water proofs are by now! And those sons of fun at the met office seem to think that there may be a drop more rain on the way. The sun will shine again one day.....honest. My RC has been giving good service and getting amazingly dirty in the process. If you are using your bike through this bad weather there are a few things to do to help reliability and durability.

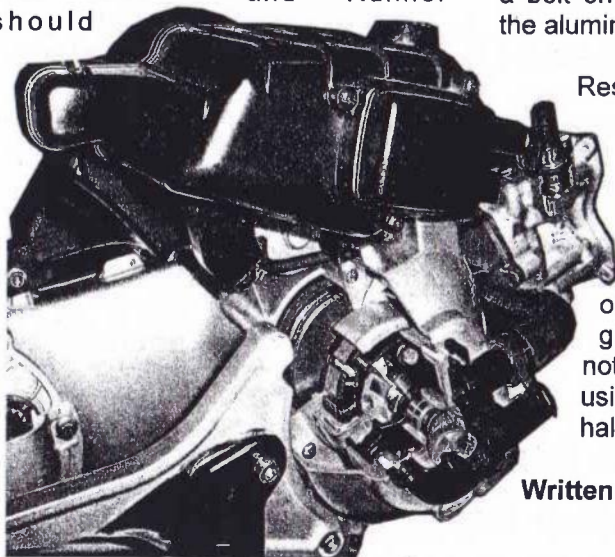
1. Give it a wash every week to keep the build up of crap under control.
2. Spray everything with WD40 (except the brakes and the seat!). Helps to keep water out and stop corrosion.
3. Use nozzle on WD 40 to get spray into all the switch gear and down cables.
4. Get waterproof grease from a ship chandlers or wet bike dealer. Un-plug connectors and squeeze some in before re-connecting to keep water and corrosion out.
5. If you do not have a Scott chain oiler you should clean and lubricate the chain often.
6. Clean the rubbish out of the slots or holes in brake disks.
7. Grease suspension and oil all pivots regularly.
8. Keep an eye on the battery electrolyte level.
9. Carry a spare headlight bulb.

GILERA NETWORK

The Motorcycle show has come around again. There were a few interesting new bikes. The Piaggio stand was the biggest yet and they were showing the new four stroke Runners and DNA 125 / 180 four strokes as well as the H@K , GSM and Coguar.

The Runners and DNA should arrive in February or March. They look good and attracted a huge amount of attention. The Coguar continues unchanged but the future of the H@K and GSM is doubtful. They have not sold very well so it may not be worth continuing to import them. Also next year Piaggio intend to replace the existing Gilera designed engine with a Derbi unit! The engine is the best bit of the bikes so I guess it must be a financial decision. A lot of people ask if a 125 H@K will be produced, I do not think so, no rumours so it certainly will not happen next year.

The DNA and Runner should



be top sellers next year and we are still due to see the 600 at the NEC in twelve months time so 2001 should be good for the Gilera name.

The DNA 50 has not been without its share of problems so far. The electronic instruments have given trouble for several reasons, the helmet compartment lid is hard to close and now it seems there is to be a recall because of a possible defect in the rear calliper mounting.

The instrument assembly has been modified and the sender wiring rerouted so hopefully that is sorted. The helmet compartment catches have been modified but I am still not impressed with the mechanism but at least it works better than it did. I do not know much about the calliper problem yet but I think the potential problem is the mounting getting broken if the calliper hits the kerb for example. The improvement is adding a bolt on steel bracket to strengthen the aluminium casting.

Rest assured that I will be riding a 180 DNA at the first possible opportunity so watch for feed back. Should be fun and it must be a prime candidate for getting fiddled with. Just one word of warning, if you go for a test ride remember not to try and change gear, using the "clutch" lever don't half slow you down quick!

Written By Dave Champion

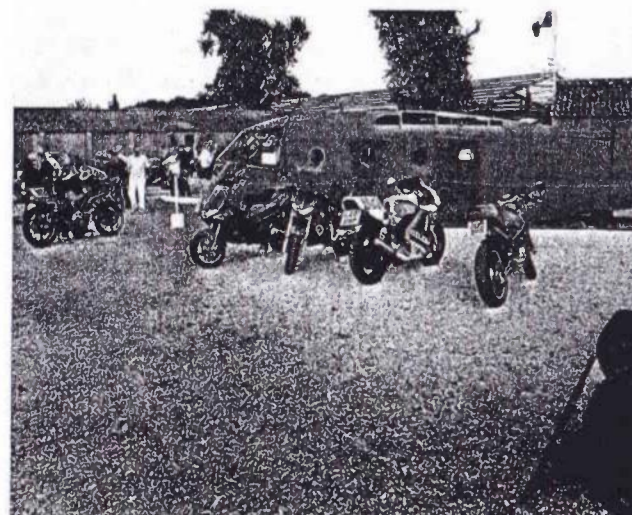
Yorkshire Air Museum Gilera Day

The day (23rd September) turned out to be a mix of confusion, disappointment and excitement?

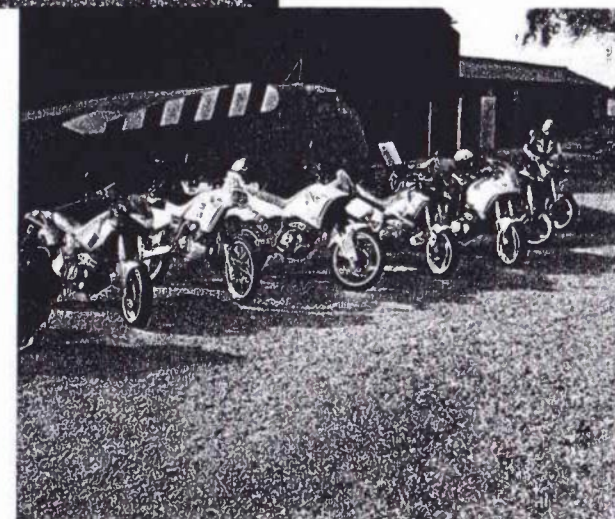
I won't dwell on the negative aspect of the day, as it would end up sounding like a Channel 5 soap opera!

So, by about midday the Gilera Network outside display looked really good. There was a fine array of machines, Pete brought along the display boards, which we managed to anchor down against the wind. The weather kept fine, and our display was all there was to see for most of the morning / early afternoon.

We were situated right next to one of Barnes Wallis's

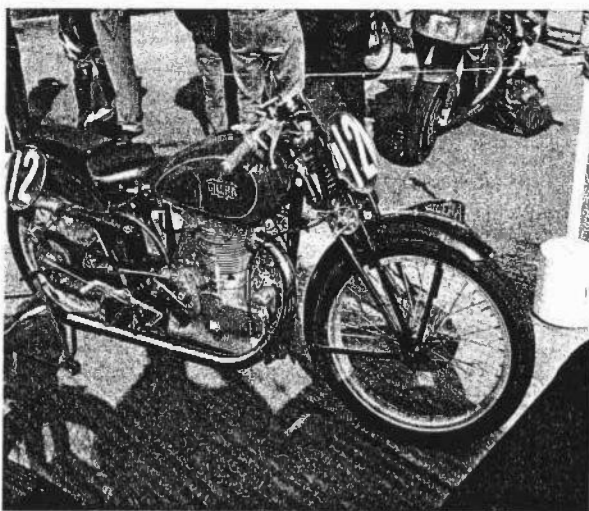


I must first apologise to those who ended up paying to get into the air museum, it was my understanding that the 'day time' part of the exhibition was free to all. On tracking down a certain Mr 'T'. His excuse was that only anyone arriving on an Italian bike would get free entry. (That's if you were lucky enough to get past the gate staff who were unaware of any exhibition happening at all!)



Earthquake "Tall Boy" bombs – which made a handy place to stick our new Gilera banner!

Most of us had our first look at the new DNA, which was brought to the event by a local dealer. (He also supplied the banner and other merchandise which now belong to the club)



Rob "Does it go mate?" Thorne, in his role of Club P.R.O. / Test Pilot / Team Mechanic! Instantly descended on this (just out of the showroom) DNA and started dismantling the indicators – announcing, "I'm sure these will fit the Northwest." His keen eye for even the smallest detail didn't fail him, because the neat black lens / orange bulb units do indeed fit onto the Northwest's and therefore I assume will fit onto all models with this type of light unit.

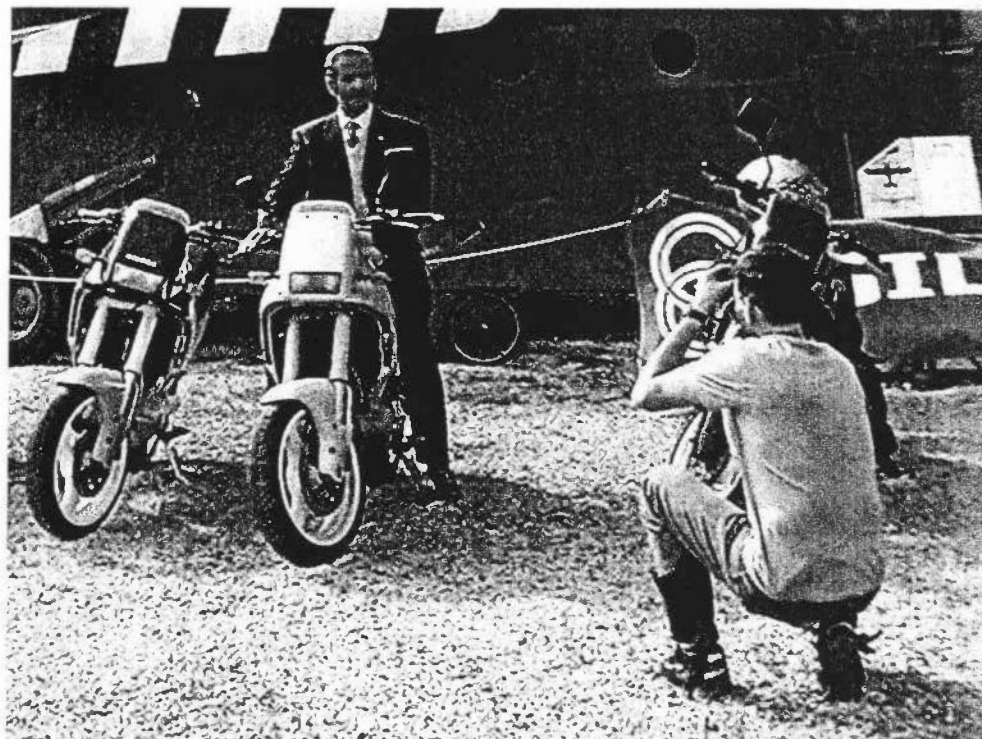
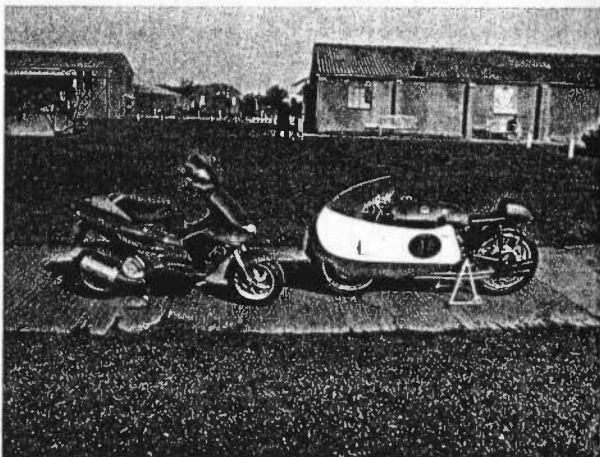
Rob was next seen filling the

DNA petrol tank up with siphoned petrol (source unknown!) In an attempt to get it going, but to no avail, so unfortunately the ¼ mile 50cc wheelie record attempt on Elvington drag strip was not achieved this year! (Nice one Rob Keep up the good work.)

The Gilera Network should appear in a future issue of 'Classic Bike' as one of their photographers was floating about taking lots of photo's – watch the shelves.

As the afternoon went by various bikes and V.I.P's started appearing (all unannounced). Some of the bikes due to appear didn't, but Sammy Miller's replica 'Four' looked as though it had just come out of the race shop and was ready to take on the 'TT'.

One of the moment's that made the day worthwhile for me, was when (thanks to Raymond for translation).



Rob seized a unique opportunity to get Gilera's first world 500cc champion, Umberto Massetti to come across for some autographs and photo's. He was a real character and seemed eager to climb aboard our bikes. Sitting astride mine, he gave it a friendly tap on the seat and said "Aha nice Northwest!" and smiled at the camera.

As the afternoon wore on into evening, the event gathered momentum. More bikes appeared from somewhere, were fired up and ridden around a small part of the museum grounds, with all health and safety regs clearly being ignored as the gathered crowd mingled all along and on the roadway, giving the bikes

little room to manoeuvre as they raced past! Sammy Miller rode around dressed up in full leather attire, where as Massetti climbed aboard one of the Gilera's in his Sunday suit, no lid option and sped off for a few laps, marvellous!

Phil Read proceeded to do a burn out on his MV Agusta F4, which had questionable electrics as his left indicator was permanently stuck on.

Everyone then moved indoors for the evening lecture. This involved slides, video footage and comment / story telling from the guests who were Geoff Duke, Phil Read, Derek Minter, Bill Lomas, Umberto Massetti and Sandro Columbo. John Hartle's

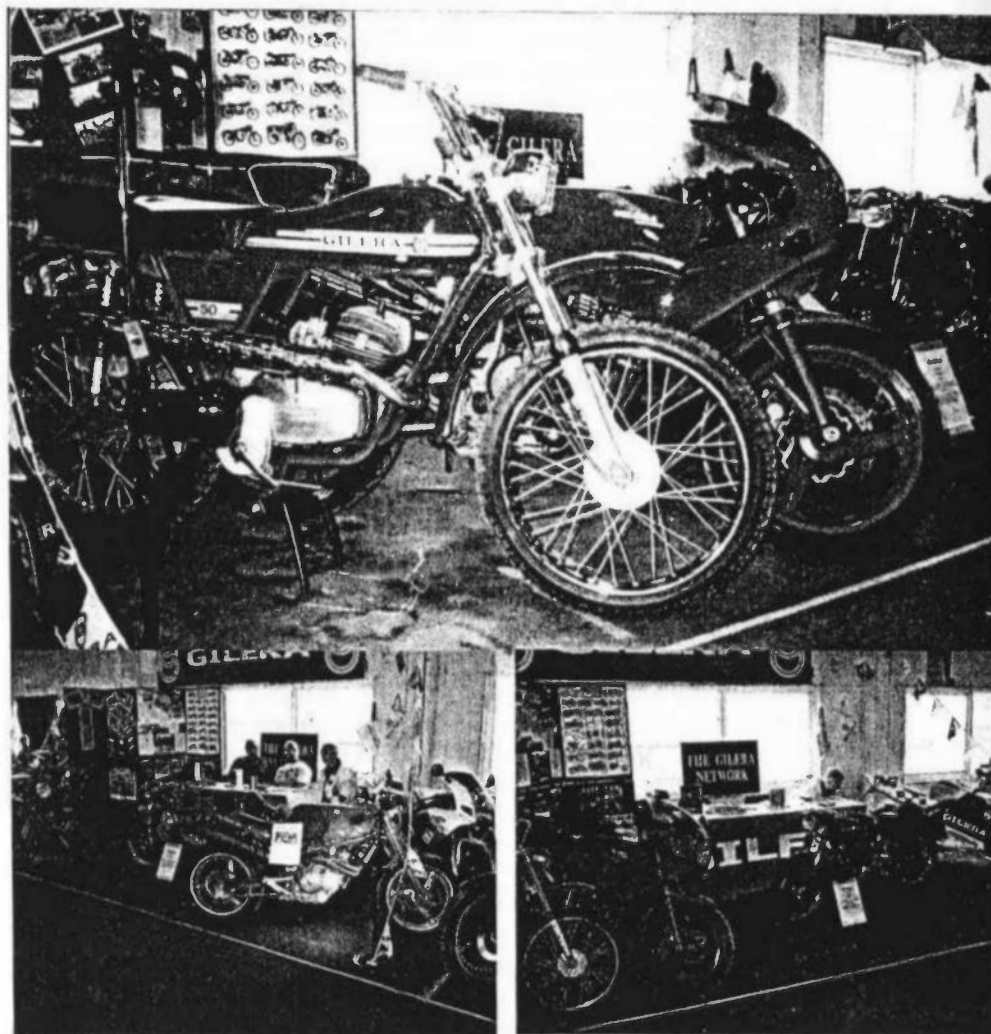
plaque in the shape of a 'Dolphin' faired Gilera Four (she loves it really!) which was ordered from the show – I will give more details on this (someone maybe interested!) in the next issue.

Thank you again for everyone's help over the weekend, Gary's computer generated pictures look really impressive and make setting up the

display stand easy, talking of which, as we look set to continue these kind of show's, the club may decide to purchase (if they can't be got by other means!) some display boards as Pete can never guarantee which (if any) type he can borrow.

See you all in 2001.

Written By Mike Riley. (Secretary)



The Last Waltz

Day 9 - Monday 13th September - "Homeward Bound"

We had to go our separate ways. Lager Lout Rotgans and Brit Thug Ricketts off to harass more German tourists in Spain while after a leisurely swim and pack up, myself to the quiet of the Massif Central. A slow Gilera friendly pace evolved over roads I have no doubt traveled on before saw me reach the small village campsite of Serverette after a couple of stops. There were only a couple of other campers including a honeymooning couple on a Ducati on the site and as usual France died after my simple tea and walk round the village at 8 pm. Just as well as after the noise and chaos of Ricard I needed time to relax and reflect.

Day 10 - Tuesday 14th September - "Memories"

For the first time on the trip I was awakened by the heartbreaking sound of rain on the billowing flysheet of the tent. On looking out suddenly summer had ended. The black uncompromising skies were rushing up from the still warm south, so camp had to be upped immediately with no time for coffee and croissants. The

rain stopped but it was cool so I started off sans waterproofs and sunglasses towards Clermont Ferrand. Deserted country roads took me to St Fleur., another compelling fortified town via the spectacular Viaduct Garabit with its steep roads down and up from under its iron girder construction, a stressing ride for the Arcore's 5 vitesses and miniature brakes, compared to the mostly flat journey of the previous week.

From St. Fleur one has to take the new (non-peage) autoroute towards Clermont which is interesting as motorways go with long inclines and sharp descents which saw 70 mph on the little G's speedo several times. The capital city of the Auvergne was reached for lunch just as the heavens opened. A poor repas consumed in the bus shelter opposite the campsite at Royat where it took me two hours whether to stay there or not. The latter was chosen so I drove the short ascent to the old "Charade Circuit" where my Grand Prix life began in 1974. This is the 3rd or 4th time I have paid pilgrimage here but although you can still drive round two thirds of it they have finally taken away the Armco barriers of this, the most demanding of the Continental Circus tracks and the shortened version is no longer accessible and about the size and challenge of Lydden so I doubt if I will ever return here unless of course the Bol at Magny is a disaster and they open up the old Charade which would then rival Spa as a nighttime racing venue. One can only dream !

A saturating return through busy Clermont streets at rush hour prompted me to find sanctuary at a Formula 1 hotel instead of pushing on further north. Settled in and dried out I had a meal in the nearby grill for £10 alongside business executives, tourists and lorry drivers parked up for the night in the adjoining truck park, a scene unlikely to be witnessed in class conscious Britain where the stereotypical trucker would be finishing his third fried breakfast of the day at a salmonella stall and tucked up in his cab with his Jeffrey Archer novel by 7 pm. With the French love of food it is such a civilized place to dine out. No time for a late night walk around the damp industrial estates, so back to watch dire TV in the hotel before sleep. Much as I love France the UK still has certain things where it is superior. English country pubs, live music in city venues and the variety of strange sporting events we are totally useless at to name a few but the most important aspect of GB life is a television system that is still the best in the universe. Anyone who has spent nights in foreign hotels can testify to this. France is no exception. Their TV is dire. Crap game shows dominate with the usual infiltration of American car chase movies and boring ethnic nature programmes. People of Britain, enjoy your BBC, because it is the best of all as it is at present before the policies of the "Godmother of Greed" take root and the dilution and commercialisation by the Murdoch and Branson moguls take over and ruin it like they have already done to sport and we will end up with a diet of end to end Aussie

soaps, Opra, Springer and Ricki Lake chat shows plus topless darts from Las Vegas. Who wants to be a millionaire anyway! Like a Bruce Springsteen record of a few years ago, "57 Channels and Nothing On"!

Day 11 - Wednesday 15th September - "Such a Perfect day"

Cold, wet and windy when I pulled out of Clermont fully waterproofed and immediately drove back the way I had come. A swift 'U' turn saw me right, passing the Michelin tyre test track at Riom and heading on a quiet N9 road to Montlucon. It seemed uphill all the way and the Arcore was toiling on these long inclines or was it just being difficult and like me not enjoying the change of weather and the thought of returning home to the humdrum of normal life. Still a mammoth 65 miles were covered before a breakfast stop in the aforementioned town's Packams Hamburger joint, after my final visit to a cash point machine for the holiday. A similar jaunt got me to Chateauroux where a wander round the town to warm up was taken. A large immigrant population seemed to be present here with all the schoolgirls looking like members of All saints or Eternal pop groups with none of the boring British type Boy Band clones present. I wish I was 18 again!

The roads from here to the Loire valley were now long, straight and mostly downhill and I was really pushing 70's Italian motorcycling engineering to the limit (or 500 revs from the red line!) totally alone.

"The Last day of Summer" or life as it should be!

Day 12 - Thursday 16th September - "Travelling Light"

Blois was bypassed as I had seen the real Loire Valley close up yesterday and petrol and coffee taken at an equally old market town called Vendome in pleasant sunshine but 10 degrees cooler than a week ago. The main road to Le Mans was totally straight and quick on the downhill bits so I was soon installed on a bar-stool at the world famous Tertre Rouge cafe, where we base ourselves at the Le Mans Endurance equivalent each April, which is situated at the start of the Mulsanne Straight on the car circuit where it is covered in straw bales during that extravaganza. Le Patron recognised me immediately and welcomed me like one of the locals and was amazed I was doing the journey on a bike as puny as the 'little G' saying it would not be too bad a Magny Cours next year but I begged to differ. Some time later I found out that Paul had stopped for breakfast that morning on his way home after Simon had taken off on his own on their return from Andorra.

Lunch over and the rain suddenly appeared so I decided to camp at Baumont just south of Alencon. Maybe not a good choice, although the site was open and cheap with good facilities, it was almost devoid of tourists apart from the usual Dutch caravanners and a couple of likewise English and local residents. There was nothing to do except put the tent

up double quick, grab a couple of hours kip, listen to some soothing classical music on the walkman and get 'tore into' John Le Carre's present novel which I have been reading since Australia 1997 and still not got half way through! The Walter Mitty in me took over and for the past 25 years I have been a top British spy on the run all over Europe and it will take me a couple of more trips to finish this book. Will I ever 'come in from the cold'.

Still raining I set out for a route march round the village that I must have driven through 50 times before but only stopped there once. Split by the River Sarthe, the town splinters around the church and old covered market square and is a bit boring away from the main road. A pastis taken at the PMU (French Ladbrokes) prompted me to go to the supermarket now that it had stopped raining and buy the ingredients for tea at Harvie's. The enthusiasm for this was missing and as the shop was closing I decided to go to the end of the main street and dine in the restaurant there, as I had intended to do so every time I had passed on route to Le Mans. I had tired of my own cooking and was on holiday so why not! As usual I was the only client but enjoyed the best meal of the holiday for only 82 francs. a feast of bacon & kidney things on salad to start, prime veal (shame on me!) in sauce gratinee with new potatoes followed by crème caramel washed down by a house red, was truly delicious. This was consumed over 2 hours while watching the tucks of every nation of Europe negotiating

the roundabout every 30 seconds on their way to Iberia, Scandinavia and the Middle east. Normally when impressed by such cuisine one would search out the chef in the kitchen and congratulate him, but on this occasion M. Leroux (or relation of the famous brothers) came out and shook my hand and thanked me. Obviously he had been trying to lure me into his premises, to dine in style, for the past

25 years. A satisfied walk back to the campsite accompanied by the noise of the ever present lorries was interrupted with a late coffee and Cointreau at the only remaining cafe that was open catching up on the sports news from today's L'Equipe which brought the day to a conclusion.

Written By

Stephen Harvie

Emerald Isle Happenings

Hello again from the other side of the Irish Sea, thought it was about time I scrawled some more nonsense in the hope of having my ego massaged by seeing my words in print other than on my works word processor. Last time I wrote was early 1999 and the ensuing year and a half has been, well, eventful, both on and off my bike but I'll only go into the bike stuff here, the rest would just bore and depress you. Of course the bike stuff may also bore and depress you but it's therapeutic for me so there.

Anyway Northwest wise, I thought my clutch was about to let go but it turned out that the lever pivot was very worn. I filled the hole with some J.B.Weld and re-drilled it and hey presto, good as new, for a while. I also had taken her apart and stripped her to give her

a good servicing (FNARR, FNARR), and rebuilt her all nice and shiny and clean, with new bulbs and a new back tyre, I got to August having a ball then it all went horribly wrong. I now know where the Ford Ka got its name. 'Ka' is the noise the rear bumper makes when you drive into it. I was going to work one damp greasy morning, rush hour traffic near the centre of Belfast, when I noticed a gut tied to a bus stop across the road, having flour and eggs chucked at him. I thought 'poor sod' and loomed back and the car in front had stopped, again I thought 'poor sod' about me, as I slid gracefully into his back bumper. I was only doing about 10 - 15 Mph but as I said the roads were greasy. Broke his bumper with a sickening 'Ka' and then my bike fell over. My front mudguard had already exploded and now the fairing was all scuffed too. 'Oh no' I thought (or words to that effect), as I picked her up and parked her by the kerb. At that point I noticed the traffic lights turning red, he had stopped on amber, in rush hour! Yes I know amber means you should stop if it is safe to do so but in RUSH HOUR? Oh well I should have had my eyes on

the road, being on ultra observant biker and all, it was my fault, no question, drat! At least I wasn't going fast enough to do much damage. Mr Ka got out and despite my pleas not to, phone the police, whilst his girlfriend sat and bawled in the passenger seat. They had only owned the car two weeks "oh shit, I am sorry, really I am so sorry, of course just get the car fixed and I will pay for the damage, I'd rather leave my insurance company out of it if it's all the same to you, insurance is dear enough without putting claims in, you know? Thanks that's very understanding of you, besides my excess is probably nearly the cost of the repair anyway." I didn't even consider personal injury claims, he was fine, she was upset but a bike hitting a car at 15 Mph max! I doubt they even felt the bump, let alone got hurt. The more I think about it I doubt I was going faster than 10 Mph but anyway. He said, yes, that was okay he would get the car fixed and give me the bill. The police came, asked if I was OK and, was I happy to admit liability. I said yes and yes, and officer Nice said in that case I would hear no more from them, they took our details and left. I phoned Mr Ka that night, no; he hadn't got it fixed yet, not even a quote, likewise the next night and the next. But, lo on the third morn two letters didst arrive on my threshold, and behold they were solicitor's letters and they didst speak of personal injury claims. Now I don't know if you have this problem on the mainland but there is a major claim culture developing over here, if someone breaks a bone they go looking for a broken footpath before they go to

casualty, really. As I said I seriously doubt that they would have known I hit them if they had not heard the 'Ka', if she had put in for stress I would have said fair enough but injury, I don't think so! Any way long story short etc. (well shorter at any rate) they got NINE GRAND! Car paid for and a holiday in the tropics, B*****DS. I lost my no claims and now can't even get insurers to talk to me until 3 years from the accident. I am with Eagle Star at present but they are stopping doing motorbikes so I have no idea where I go next year. MORAL: even in slow moving traffic stay well back from the car in front and do not take your eyes off the road, even if that blonde isn't wearing a bra, even if she isn't wearing anything, it's not worth the hassle, believe me!

But every cloud etc. etc. on looking for a second hand mudguard I managed to get a stolen recovered NW, minus cylinder head and panels but otherwise very clean, loads of chrome and mirror polished alloy, complete with an extra front mudguard, very cheap. I bought it and am gathering up the parts to rebuild her, mildly personalised but still obviously a Nordie, so now my own one is for sale, see advertisement.

I finally talked the trouble and strife onto two wheels; she bought a 50cc Peugeot Trekker. Now I used it all winter, oh what fun, I thought the Nordie was good in traffic, but the scooter is just hilarious, yes 50 Mph on the open road is a bit tedious but travelling in rush hour on country roads, few cars do more than 50

anyway, and out of the traffic it becomes a battle to conserve momentum and that in itself is a blast. But I decided that loads of plastic (No rust), light weight and cheap running make for an ideal winter commuter, even sticky tyres are only £30 or so. So I thought, wait for it, wait for it, a 125 Runner. Oh how I laugh as I leave boy racers in a cloud of fully synthetic smoke, oh how I laugh as I stoppie at the lights, oh how I laugh as I get 65 Mpg and an easy 75 Mph (OK on the clocks), oh how I laugh as I slalom my way to the head of another queue, in short it's a wee Northwest, more fun than a room full of Tonka toys. And it means my Nordie never again has to corrode under a coating of road salt, no longer has to square off expensive tyres on greasy roads, no longer has to struggle to start on icy mornings. It has to be said, these TWIST 'N' GO's are the answer to many bikers winter prayers, and a total hoot to ride, if you haven't tried one, have a go, go on, swallow your pride and try it. I even had the pleasure of stuffing it up the inside of a CBR and a Fazer on a particularly tight 'S' bend on the road home, and that was on the wife's 50! So once my Nordie is sorted out I want a 180cc Malossi Kit, a performance clutch....., and the great thing is this is all for a fraction of the cost of tuning parts for "REAL" motorbikes. And as far as dodgy handling goes, considering your doing 70 round a bend on 12" wheels with the engine almost behind you, I really don't think we have a right to expect sports bike handling, besides it just makes you laugh louder, you keep going to that point

where it feels like it's all going to go pants just for the fun of it. And is it just me or does the Runner tip more than a nod in the direction of our beloved Nordie styling wise, check out the panel from the seat to headstock, the curve from the side of the headlight down to the foot board, even the front mudguard. Of course it is typical Gilera, as in a triumph of form over function, a petrol cap which is just about accessible if you have two opposable thumbs on each hand, a helmet bay which needs two hands to open and a radiator filler cap which catches on the steering head each time you turn right. But it's a damn sight faster than my mates Aprilia even though his is nearly new and mine has about 9000 miles on it. I hope we get as many letters about running these as we do the Nordies/Saturnos. I guess I really am a Gilera-phial now. Oh yes, interestingly I am paying more to insure a 125 scooter than my Nordie. What?

So there you are, that's all the 'craic' from the Emerald Isle (my wee bit of it any way), just one final thing in closing. Joey Dunlop, a true hero and a star in every sense of the word

Written By Mark Gracey.

P.S.

Wanted stainless race pipe for Northwest (Can be any material)

Phone 028 427 88130 ask for Mark.

GILERA NETWORK

The Motorcycle Show And Scooter Show And Birmingham NEC



I went to the Motorcycle and Scooter show in November primarily to see if Gilera were showing the 180cc DNA. The Gilera / Piaggio / Vespa stand was larger than last years but then I don't think they have launched as many products before at the NEC. The new Gilera models on show were the Runner 125 and 180 4-strokes and the DNA 125 and 180 4-strokes.

Then new Runners are the VX and VXR the VX being the 125cc and the VXR the 180cc. There isn't visually that much difference between the old and new Runners apart from the. The only visible differences are the engine, forks and the paint colours. The upside-down style forks of the old Runner have been scrapped for a pair of forks the conventional way up and hopefully ones that are more capable of controlling the front wheel over uneven road surfaces. The engine is

now more firmly fixed to the Runners frame with double suspension units instead of the single unit on the old Runner even though this makes rear wheel removal harder. The new Runners come with a different colour scheme that mostly consists of matt black with a bit of colour on the front panels. Personally the matt black cheapens the whole finish of the Runner and is a long way from the looks of the old Runner SP's finished in red and silver.

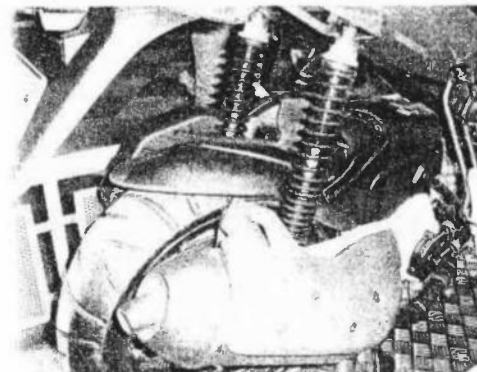
The completely new DNA 125 and 180 were attracting a lot of attention. They use the same engines as the new Runner but surrounded in a frame more resembling a motorcycle than a scooter hopefully with the handling closer to a bike. I'm just waiting now for the launch in the spring to see what the 180cc DNA is like, if they perform as well as they

GILERA NETWORK

look then my Runner FXR will be



Runner VXR on display



DNA rear suspension set up is the same as the new Runner's

traded in.

Also on the stand were Cougar and SKP with the H@K and GSM. The trail style H@K and super motard GSM are basically the same bike with different wheels and decoration for them both to be limited to a 50cc engine seems a waste surely a 125cc model would make sense. There were also a range of accessories like Gilera cordura jackets, Gilera helmets and even a couple of Gilera watches all in a display case.

Written By Gary Cooper



Gilera GSM

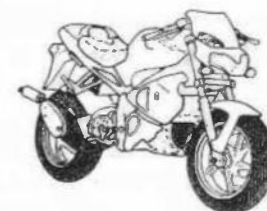


Gilera H@K



GILERA

Twist & Go



Over the past few months there's been an explosion of exhausts made for the Runner. Just about all are suitable for both standard 125 and 180 engines. Recently Scootering magazine did a dyno test of the better exhausts. Out of them all only two exhausts performed better than the standard Gilera unit these were the PM Tuning PM55 MK2 (there's a MK 3 on the way) and an offering from Austria called the Stoffi ASP2 which is in fact a direct copy of the PM Tuning pipe. The rest of the tested bunch gave results that were 1.3 to 4 HP down on the standard exhaust, the PM55 and ASP2 however gave around 3HP above the standard exhaust.



PM 55



ASP 2

If the Runner engine is tuned (i.e. if a Malossi cylinder kit has been fitted) then only two exhausts stand out from the rest in terms of performance they

are Malossi's own and Polini's.



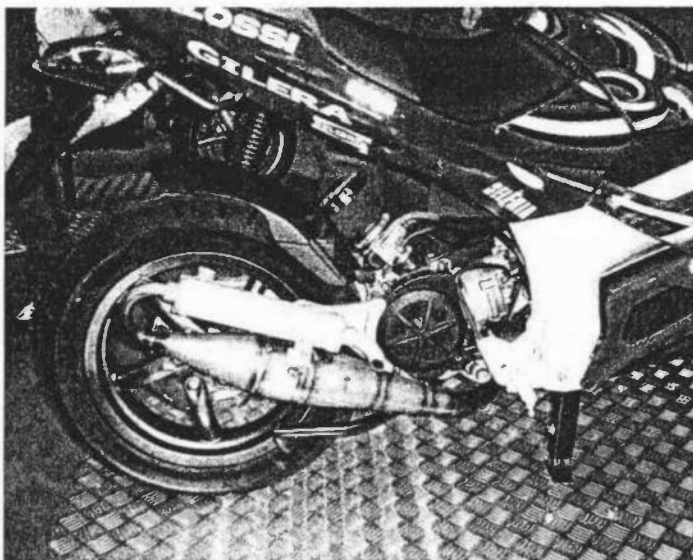
Another product made by a German scooter tuning company called SIP have produced a stainless steel downpipe to replace the steel Gilera original that usually suffers badly from rust. SIP also claim that as the down pipe is of a larger bore than the original that it gives an extra 1 Hp. However this is just about true if fitted to a 125 Runner but if it's fitted to a 180 then you lose 1Hp. The fact that it should stay rust free may be worth the 1 Hp though.



There's also been a few developments in tyres for the smaller wheeled Gilera's. Pirelli have developed the EVO 21(front) and 22(rear) in 12,13 and 14 inch sizes for sporty riding. There's also the GTS range classed as sport/touring tyres made from a harder compound to last longer. Michelin have developed the Goldstandard tyres and claim they give high speed handling and stability. Michelin have also improved the supply of their racing compound Bopper tyres so they will be available from more suppliers.

At the NEC Bike and Scooter Show there was a Malossi kitted DNA. From just looking at the display I couldn't tell if it was a full 70cc race kit or just a tuned 50 but Malossi are producing 70cc kits for the DNA. The only problem is with the usual splattering of stickers.

Written by
Gary Cooper



Tuned DNA at NEC



Just For Fun

Can you spot where Mr David Tappin (Elvington, Gilera Day "Organiser") is hiding in this photo?

ANSWER:- No, because he's just a figment of everyone's imagination.

G-NET

The following is an extract from the Gilera Discussion Group.

Micky & Bernie wrote:-

...My Nordie is almost restored to full health. It is now hard to start from cold. It used to be fine before the oil pump went bang. It is a mixture thing, and I still haven't found what.

Pete Fisher replied:-

Don't rule out 'ignition' ! My 604 Nordie was a pig to start when cold after a cam belt change last spring. After discussing it with Dik Stapley he pointed out that the one thing that may have changed was the clearance between the rotor and ignition pick-up. I polished them both up as suggested and set the gap as small as I could whilst tightening the screws holding the pick-up. The result was much better starting. Also worth trying a 'softer' (8 grade) plug ?

Björn also replied:-

I have got an official mail from Gilera for their German dealers dated January 1992. It says that they should adjust the distance between flywheel and pickup if the engine has problems to start. The correct distance is between 0,7 - 0,9 at position "b" (the lower part of the pickup)

Duncan Lees wrote:

My Northwest is in need of a new set of tyres [tires]. I've had about 7000km's worth of usage from my last set of Pirelli Dragons (MTR 01/02) which I've been happy with, and was just going to replace them with the same. However I've noticed that Pirelli also list an "HR" version of the Dragon (MTR 01/02 HR). This is apparently a none Z rated tyre for "light sport motorcycles" and "has extreme grip". So it sounds like an Evo compound on a weaker carcass than the normal Dragons. Could be just the thing for the Nordwest and Saturno, and is a bit cheaper than the standard Dragon and a quite a lot cheaper than the Evo. Anyone have and experience/knowledge of the tyre?

Frierich replied:-

Those HR-tires are on both my Saturno and my Northwest. They work very well since these bikes do not go over 180 kmh...

I could imagine that the tires are exactly the same than the ZR-things except a weaker carcass. Does it make them lighter? Are they even softer than the ZRs? For sure they