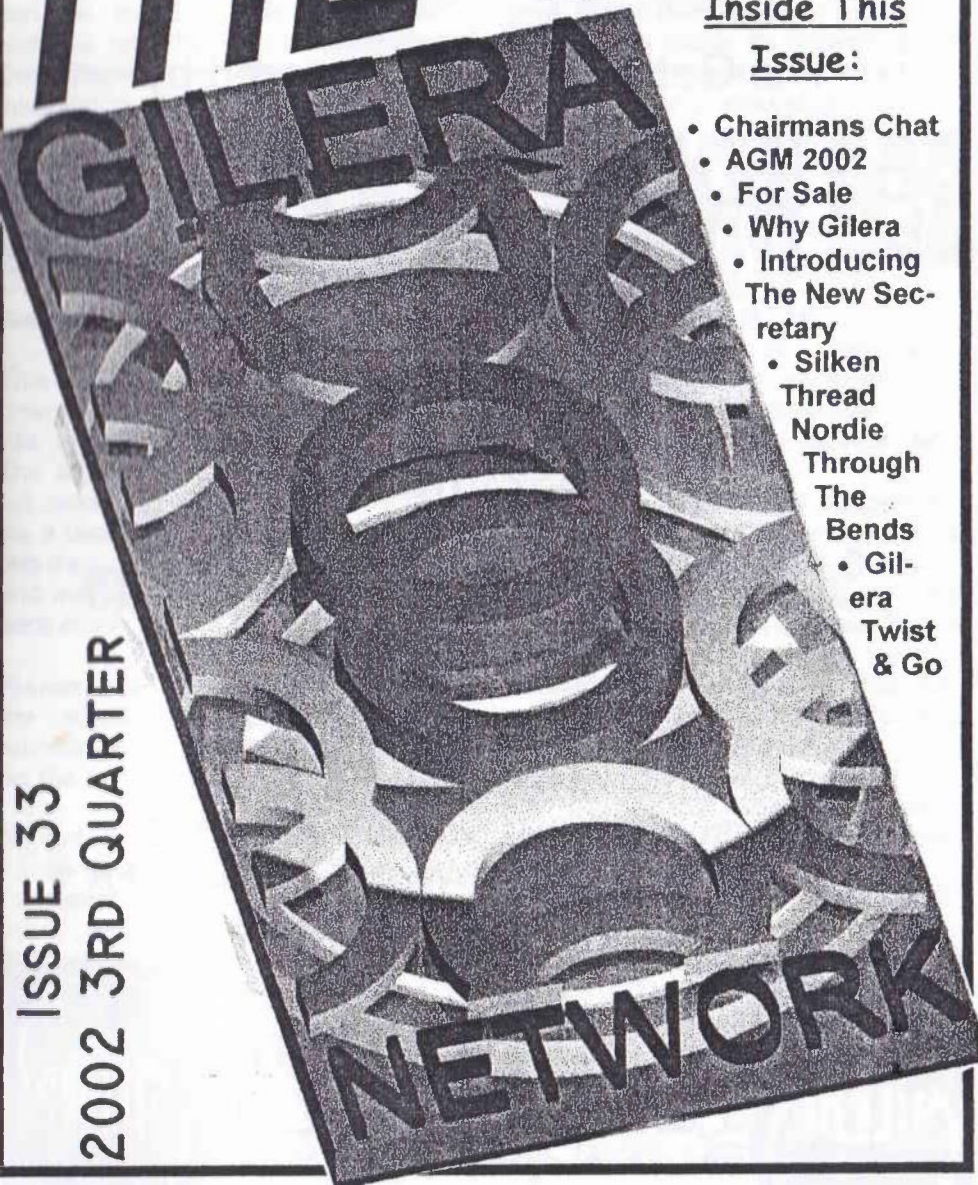


# THE GeN

## Inside This Issue:

- Chairmans Chat
- AGM 2002
- For Sale
- Why Gilera
- Introducing  
The New Sec-  
retary
- Silken  
Thread  
Nordie  
Through  
The  
Bends
- Gil-  
era  
Twist  
& Go



ISSUE 33  
2002 3RD QUARTER

I will start to give you the idea.

This is me:

Saturno '89 40000 miles. Bought new. Bike has been fairly standard until recently. Now it has slightly higher flat bars (on account of my dodgy elbow) and so no fairing. It has been totally reliable so far. A great touring bike!

RC600 '91 45000 miles. Bought it two years old. Everyday transport ever since. Fairly standard except for fitting a kick start. Plans for a lot of changes. Only stopped once when a wire shorted to the frame. The air has just come out of the rear shock (not rebuildable) so I have got a new unit from Hagon. Despite a lot of bad weather it still cleans up well. Go on drop us a line.

The outside world.

Well, Piaggio is still doing well with the Runner and DNA. The Runner is now in the shops with a bit of re-styling and a 200cc four stroke version is also available. A couple of extra horse power and some more torque should help keep sales going. I expect the larger engine will find its way into a DNA before long.

Now talking about Runners there is a recall under way at the moment involving some Runner 125s / 180s. All owners of affected vehicles will have received a letter telling them what to do. The vehicles affected are fitted with right way up forks made by Sebac. These forks say Sebac on them. Forks that just say "S" are made by Showa and are not affected. The problem is a possible weakness in the fork legs, which means they could bend due to an impact. Modified legs are fitted to solve the problem.

The forks will not suddenly fall apart under you but someone decided they are not as strong as they should be so they are playing safe and changing them.

Vehicles manufactured after November 2001 will already be fitted with the modified forks. But

If you think you may have these forks and have not received a letter it could be worth calling into your dealer, he will have a list of all affected vehicle chassis numbers and if there is any doubt he can contact the recall help desk.

New bikes.

Recently Motorcycle News had an article and pictures showing a new Gilera motorcycle. The bike they showed is a Cagiva Raptor chassis fitted with an all new 850cc 90 degree V-twin that is being developed by Piaggio. Piaggio say that something similar to this prototype will be available next year. MCN claimed that this was an exclusive test and they went on to say that after riding it they believed the engine had variable valve timing and produced 100+ bhp. Well I don't want to cast doubt on MCN integrity but their article and photos did have a surprising similarity to those shown on the Motociclismo (Italian bike mag) web site for a week before their exclusive test. The Italian Motonline site also carried pictures and text about their test of the 850.

"Variable valve timing"? The reason they gave for this assumption was the "kick" as the revs built up. Now I always thought the reason for that kick is because of the lack of variable valve timing, it is quite noticeable on

Saturnos and Nordwests. Valve timing and cam profiles are always a compromise and variable valve timing was developed to overcome this so there should be a lack of any power surge "kick" because you are getting max power all the way. The "kick" happens when the engines revs get to the point where the engine set up is optimised. The engine actually has a conventional four valve single ohc layout with Marelli fuel injection. "100+ bhp". Why? "Because it felt like it" Piaggio actually claim around 80. What was the guy basing this on? He would know what 100+ in a light naked bike feels like if he has ridden an S4 Monster (916 engine). Now that is down right lunatic so if this new motor feels that good it is going to be awesome. A 60+ bhp 750 Monster is smooth quiet and goes like a rocket until you are going pretty quick. I would say that feels like more than 60 bhp. So I think we can say this engine goes well enough and feels like 80 bhp.

And that may be last time we mention this new bike/engine! Read on

Gilera / Cagiva.

I expect that most of you know Piaggio has been involved in discussions to buy the Cagiva group. This has been going on for ages and recently it was announced that no deal would be made and Piaggio were withdrawing from negotiations. Just when we were all getting excited the whole motorcycle project is scrapped. Just like that. The 600 Supersport is already for production and Piaggio were saying they would also have re-badged Cagivas and the new V-twin

in the shops during next year. Piaggio had space at the NEC to show seven different models, now they say they will not have any bikes on show.

There are a few interesting things going on so lets not give up all hope just yet.

1. Piaggio has not yet made an official statement about the future of the motorcycle project. In fact they are being very quiet. We are just about to have the big shows in Europe lets see what is announced at these.
2. What will the future of the race team be? They will not continue to fund it next year if there will not be any bikes on sale.
3. Why is the 600 still on the Gilera web site?
4. Piaggio has already got a 20% share of Cagiva, Cagiva are in trouble, why would Piaggio just sit back and see their investment evaporate?
5. Texas Pacific are trying to sell Ducati (a good plan, it must be worth a fortune now).
6. There is a rumour that Texas Pacific may be interested in Cagiva.
7. Texas Pacific were the original group who were going to buy Piaggio and are still a small investor in the current owners.

There are lots of possibilities. Watch this space and don't give up yet. What other new bikes? There will be a 500cc Runner, probably about the middle of next year.

No more details yet but it should be a fairly maniac scooter. The engine will be the "Master" 500cc injected single used in the Piaggio X9.



# The GILERA NETWORK

## Annual General Meeting 2002

Gilera Network AGM: 18 August  
2002-09-16

Venu: Clarks Motor Training Centre,  
Bromsgrove.

### Meeting Opens at 13:05

Members Present :- Mike Riley,  
Ritchie Round, David Champion,  
Gary Cooper, Nick Bell, Gary  
Menziez, Keith Polock, Ian Calvert,  
David Riley, Kay Shuttleworth, Dik  
Stapley, Keith Walker.

Appologies :- Les Wassall, Mark  
Gracey, Kevin Bennett, Freddie  
George.

David Champion welcomed everyone  
to the meeting, and it was  
unanimously agreed that the venue  
was 'first class' and the first debate  
we had was to decide weather the  
luxury of having air conditioning  
should be left on or turned off!

David went on in his position as  
chairman to talk about the problems  
of the last called AGM, and that  
membership probably stands at  
around 50. He then announced the  
'shock news' that Gilera had done a  
complete 'u-turn' on its decision to  
build motorbikes. Therefore the  
SS600 and the V-twin range will now  
no longer appear in the showrooms or

racetracks! Piaggio will concentrate  
on the scooter market. So without an  
influx of new Gilera owners to boost  
the clubs members, it is to be decided  
at this meeting what the club wants to  
do and what it can offer it's members.

Dik Stapley spoke on the club giving  
'value' to the bikes of the  
membership, which was reason alone  
for keeping the club alive, he also  
mentioned the possibility of 'off  
loading' the chores (if there were any)  
of the club to a paid third party and  
letting the officials get on with the  
running and organising events etc.

### Secretary Report.

Mike Riley gave his outgoing report,  
explaining that after the Stafford  
Show of October 2001, no events had  
been organised due to the uncertain  
future of the club after a void AGM of  
that year. Various attempts to call  
Emergency meetings had failed, but  
after posting approximately 300  
leaflets announcing this meeting it  
was good to finally get an AGM  
organised. Also the BMF affiliation  
had lapsed. The Classic Mechanics  
meeting at Stafford this year has been  
provisionally booked however, so if  
someone wanted to take on the  
organising of the event, at least there  
will have been one gathering of the

Network. (Gary Menziez replied that  
he could help with the stand if the  
booking is confirmed)

### Treasurers Report

Ritchie Round gave his report with the  
aid of an account sheet that was  
passed to all members. They were  
proposed a true record by D. Riley  
seconded by D. Stapley and the vote  
was carried unanimously.

Ritchie also commented on the  
excellent quality of the club magazine  
comparing it to a number of much  
bigger clubs offerings.

### Election Of Officials

Chairman: David Champion  
Proposed by D. Riley  
Seconded by R. Round

Treasurer: Ritchie Round  
Proposed by M. Riley  
Seconded by K. Walker

Secretary: Dik Stapley  
Proposed by R. Round  
Seconded by I. Calvert

Memb. Sec: Les Wassall  
Proposed by M. Riley  
Seconded by D. Stapley

Editor: Gary Cooper  
Proposed by G. Menziez  
Seconded by D. Riley

All officials were voted for  
unanimously

It was agreed that the membership  
secretary would continue until renewal

time in May 2003 when this position  
would merge with the secretary's job.  
Les will assist Dik with the  
changeover.

The meeting continued with various  
discussions on 'piggybacking' other  
events with our smaller clubs. Ian  
Calvert promised to announce when  
any track days that would be of  
interest to Gilera owners were taking  
place.

It was finally agreed by all that a new  
'questionnaire membership form' was  
to be sent out independently of the  
next magazine to all that received an  
AGM letter. This will announce that all  
who send back a completed form will  
have free subscription until May 2003  
when the cost of renewal will then  
hopefully be produced.

A vote of thanks was offered to all  
committee members past and present  
and to Julie Riley for doing a  
magnificent buffet. **NICE ONE!**

Meeting closed for nosh and drinks at  
15:03

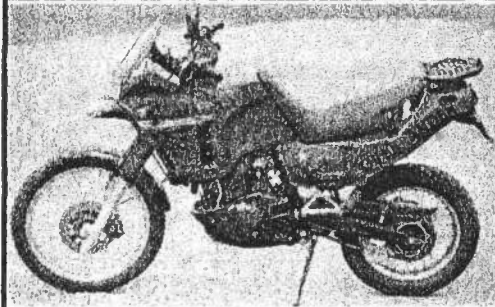
In conclusion the meeting which was  
potentially going to be quite negative,  
turned out to be a positive upbeat  
affair with the clubs future set at least  
for another 12 months and hopefully  
beyond, I will continue to offer my  
support to the committee and club  
and wish them well for the future.

See you in 2003

**Mike Riley**  
Outgoing Secretary.

**GILERA NETWORK**

# FOR SALE



From Dick Stapley (The New Network Secretary)  
 Gilera XRT600 big trailie. Completely refurbished See [www.gilera.cz](http://www.gilera.cz) Dick Stapley or TBM53 Selling to finance new project.  
 Great tourer £1500 firm (01482) 447182 HULL.

We were members back in 1995/6 but are now distracted by our young family. The Nordwest is still in bits now in it's third garage waiting for the someone to do something! Is anyone interested in liberating the poor beast. Contact for further details.

Best wishes Alan & Wendy Hardy.  
[HARDYSATLANCING@aol.com](mailto:HARDYSATLANCING@aol.com)



I am the owner of 9 Gilera 500 and 1 Parilla 175 and I want to sell them. Please contact me if you are interested.

Best regards  
 Guillermo Rolla  
[gaorolla@hotmail.com](mailto:gaorolla@hotmail.com)

## Why Gilera?

I always fancied taking part in a market research about Gilera (payback time!) After reading Dik Stapley's views in GeN # 32 of why Gilera is close to his heart, this is my response. If more people respond in kind, we could:

- Establish a Gilera Network "psyche" beyond just the Gilera name ("Lifestyle")
- Lean on Piaggio to take notice of what loyal buyers really want (Pressure group)
- Identify problems (Info exchange)

### What caused me to buy Gilera?

I'd seen a Nordwest picture in a Italian bike mag in 1991 and thought "WOW". 2 years before, I had been tempted to divert my cash spent buying the Aprilia Tuareg into a Gilera Saturno seen in a bike mag in the dealer waiting for the PDI to be completed. Whilst, riding my Tuareg, I saw my first RC600 and again "WOW". These sightings gave me the feeling that Gilera were on the march and that they would be a major force in the years to come (!!!!). My first sighting of a Nordie was an early Pink/Black on the streets of Paris – then I could only

think "AWESOME" – with its M. Tamburini designed lines, it looked like the most beautiful bike ever! When the Tuareg was nicked, I bought a Nordie. As a previous convert to singles, I was not disappointed – this was clearly a goer - and a handler!

### What do I like about my Nordie?

When I rode the NW, I knew that it would be a high owner input bike and being raised on Brit/Italian (+ Jap) bikes, I was used to the input. The first thing that struck me was that as an integrated package, it wasn't a hit but a near miss – a good near miss, which to me is better than having a hit that you don't like. This meant that I could indulge my customiser's passion for making it a real class act. In achieving this goal, I ended up making a number of subtle but significant changes (which could be related at a later date). I set about making the Nordie that Gilera should have made for it to be the hottest (highest selling?) single of the '90's rather than an interesting historical sideline.

In this NW package sits a revvy and highly focussed motor exploiting very good handling – enough to make most 90's bikes seem out-of-balance or flabby. It has masses of silly foibles which spoil it's reliability record (all things that more intensive development and Quality Control could sort out). It is basically sound however and only seems inferior to the Japs in terms of its user-

unfriendliness and lack of development. Once properly sorted, it is the stuff of legend, being one of the elite few machines that can take every aspect of life at the IoM TT.

#### Why do I keep my Gilera?

My NW has had 8 years of input with improvements to finish, swing-arm, suspension (front/rear), engine (midrange/breathing), riding-position, wheels and tyres and appearance (RC600 twin headlamp fairing). What's more, it is now very **sorted**. It's this high state of input and development that keeps me loyal, that and the sleeky super-model good looks. There is now nothing that it doesn't do well and despite its being a 10 year-old design, there are still some ways in which it will nudge the Supermoto class-leaders. No doubt that it is not the pacemaker, but must be credited as being a great influence. It has an accessible "anywhere, anytime" feel, looks brilliant, attracts attention and can be thrown into any parking place. It's a bit cruel on the butt over distance but considering how sharply focussed it can be, that's not a consideration. Taking a pillion over distance however is a no-no.

#### How do I use my NW and what's next?

My Nordie does what I demand of

it - commuting, cobweb blowing, week-end outing and major journeys - it's my only operational bike. Every winter, it's laid up for repairs, developments, re-finishing, etc., so it's surviving and looking good. 2-up, distance is a problem, it will live to share duties or be chopped in for something that can really handle the touring jobs. Right now, it does the jobs, gives the fun and brings out the wild side of those born to be calm.

#### And Gilera itself?

Gilera will have some nice bikes when they re-start producing the top-selling Cagivas - unfortunately, they won't have a hot single (the Canyon and River models are luke-warm and frankly, past-it). A NW02 alike to Niall Hamilton's ideas in Gen # 12 along with Dik Stapley, balancing up the concept and myself shaking it down to perfection is the way ahead for Gilera to realise the next sportsbike-killer single.

With beautiful, futuristic and barmy models like the Saturno and CX125, I think Gilera have (had?) the mentality to be the breath of fresh air that biking needs to keep modern riders happy. Gilera have to make a range, which has real Gilera cache, reliable as Japs and crazy enough to make us fall in love and stay that way.

Written By  
Simon Roberts

# Introducing the New Gilera Network Secretary

Britain can be  
preserved,  
restored, customised and  
shown to the world.

Hi

I'm not Ed Winchester but Dik Stapley the new club secretary. I have an awful sense of humour.

I have four Gileras, a Northwest, an XRT (for sale) an RC 125 trail bike and a 125 Runner.

The Runner gets most use to and from work and the others are toys.

I have played with my toys all the way to Italy and done three other continental trips on the Northwest.

I am a hands-on, spanner-loving motorcyclist so the Gilera quirks are fun to me, most of the time!!

My bikes are carefully modified and I am a show off.

I want the club to flourish so that the population of Gileras in

A sound club keeps bike values and interest levels up.

I am devising a questionnaire to send to you all to find out why you have Gileras and what you want to do with them.

I will use the results to devise next years programme and develop the club.

The views of all RESPONDANTS will be my guide.

It's got to be fun or I won't do it!

Join me if you will and if you won't at least stay a member so you can have some back up when you Fcuk up.

Cheers

Dik

# *Silken Thread*

## *Nordie Through The Bend*

Here's a follow-up article to the one that I wrote a little while ago, which appears in Gen #28

An article entitled "Clonk clonk – Nordie through the bends", written by me appeared in Gen #28. At that time, I suggested that the Northwest's handling was letting it down (a ride on a Husky SM610 had convinced me that the Nordie engine was on the pace but the handling was falling behind). I suggested that the damper-in-one-leg-spring-in-the-other Paioli USD was a bit too clever for its own good, having a twitch possibly due to under-damping and I vowed to do something about it. I've put a lot of thought into making Nordies look good and go well and I didn't see why the Husky should steal the SuperMoto crown without a good fight.

When the bike reached 30,000 kms, I set about finding a more sensitive shock for the rear to replace the standard Boge and a progressively wound spring for the front, working together to cure the perceived damping problem. I

wanted to avoid paying in diamonds for a WP or Ohlins.

Over here in the Benelux, there is a rich tradition of MX and of small companies supplying MX'ers. A few years ago, one of these small suppliers, Technoflex (Schijndel, NL) started to supply a growing number of local MX heroes with an interesting (well made/well finished) gas/oil shock called "Emulsion" (we know about glamorous names here!). They list one for a Nordie (only imported in tiny numbers to Belgium and rare as titanium clogs here in NL) and at 377 Euro (£215), it was a snip. A progressive front spring was supplied at 83 Euro (£50).

Fitting the rear was a challenge due to the Nordie's top rear shock mounting bracket – the barrel of the shock needed shortening by 2.5mm (possible with delicate use of a flat file into the hard-anodised alu). A 5mm longer bolt for the lower shock mounting to the swing-arm linkage was necessary and a gorgeous stainless item now does that job. The front spring was

easy enough to fit during an operation also changing the front fork seals. Fitting the fork-seals was a surprisingly tedious task due to no-one being able to supply the right fork-seal locator. The fork's steel bushes had nearly lost their PTFE coating through wear which really surprised me.

A lot of patience later, the new seals fitted (+ new spring popped into place) and I was ready for testing. Both legs have 15W oil. Early impressions are that the old under-damped feel is greatly reduced. Nordies are very sensitive to balance, which can be adjusted by raising or lowering the front fork tubes in their yokes. I have selected a sufficiently dropped position (6mm of tube showing above the top yoke) to give the effect of weight over the front wheel without that SM610 running-on-rails feeling. The new set-up feels slightly softer than before yet very direct.

Though not up to Husky standards, the plot is certainly better than before and I can recommend it should you need to change out your suspension. Technoflex Emulsion - p/n 630-248; progressively wound front spring – p/n 600-000

In the UK, Technoflex are represented by M.R. Holland. On the continent, speak with Technoflex on +31.73.538.0333 [www.technoflex.nl](http://www.technoflex.nl) For those wanting to find a Paioli fork seal (+ bush) locator – I can see how the Showa/Kayaba designed tool could be remade to work. If you're interested, I could approach a trusted local firm for a price to make up a few sets.

Written By  
**Simon Roberts**

[Simon.Roberts@inter.nl.net](mailto:Simon.Roberts@inter.nl.net)

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## 2002 MEMBERSHIP

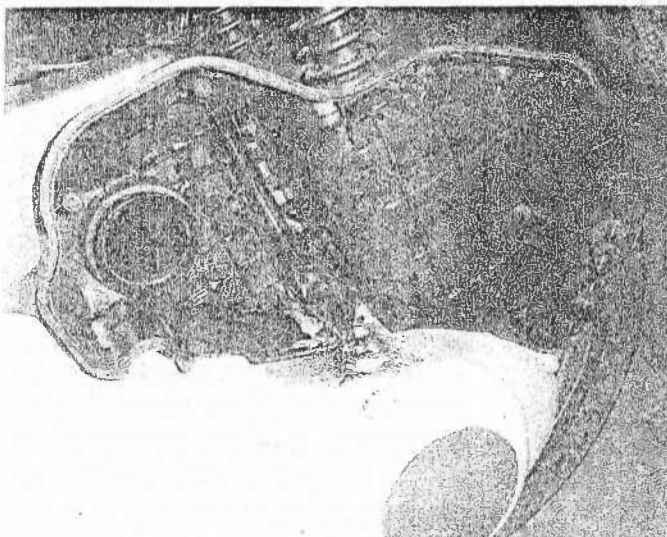
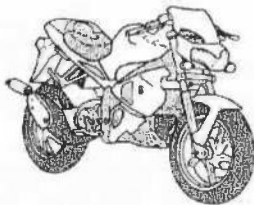
Please note as discussed at the AGM all existing members have free membership running until May 2003. Existing members that sent cheques please note that the cheques have not been cashed but have been shredded. Only one person sent a postal order, this has been paid in but carried forward to next years subscription.





# GILERA

## Twist & Go



only about 2mm dia. This causes a build up of the oil/water mixture in the pipe so during the next long run the build up is forced into the air box from where it leaks down the transmission case.

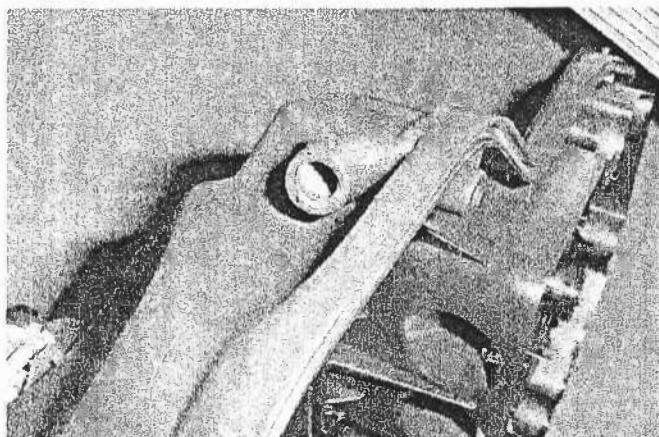
The way to sort it is to enlarge the hole. I used a 7mm dia drill bit and opened the inlet up. The problem

hasn't appeared again.

Written by  
Gary Cooper

Regarding the oil problem I had with my DNA. I've noticed a few more instances of this problem on various internet groups with DNA's and 4-stroke Runners.

The problem I had was an odd oil leak from the air filter casing. Apparently during short runs oil vapour and moisture collect in the crank breather pipe that goes to the air box. Even though the pipe has an internal dia. of 10mm the inlet to the airbox is



## Plea For Newsletter Contributions

Is there anyone out there who has anything they want to say via an article in future issues of *The Gen*? If the answer is yes then send your articles to the editor via post or email at the address on the back cover. There's no problem with hand written articles, all photo's will be returned. Articles photo's sent attached to email can be in almost any format.

## 2002 Events Diary

Staffordshire County Showground  
Classic Motorcycle Show  
October 19 and 20