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## Editorial

This is my last issue of The GeN as editor. This is my tenth issue as editor and I've decided to let someone else have a turn. I've always wondered if the newsletter was to everyone's liking, I never had any comments so I assume it's been alright.

When you look through this news letter you'll notice that Dik Stapley has been very busy. Lets try to get as many members as we can to the new style regional Spring Gatherings. The last one I tried to organise was a bit of a letdown, only two members turned up. Also it will be interesting to see Dik's new creations on display at this years BMF show.

I'm hoping to get a performance exhaust for my DNA 180 so there will be a write up of that in the next issue. I've had a problem with the DNA, it decided to loose the contents of it's fuel tank in Lincoln. A non-return valve in the fuel line split. It took nearly a week to get the part as Fowlers parts department didn't know what it was and sent the wrong part to my Gilera dealer. It's all fixed now.

Until a new permanent editor is found Dave Champion will be the acting editor, so can all your contributions be sent to Dave, all contact details are on the back page as usual.

Has anyone tried to download the GeN from our internet site? I'd like to know if anyone has found it useful as everything on the downloaded version is in colour.

Written By Gary Cooper

# THE GeN

# Chairman's Chat

The most important thing this time is that this edition of the GeN will be Gary's last as Editor.

Not only has Gary been Editor of the GeN but he has also been responsible for managing the web site during a rather difficult time. I hope you will all agree that he has done a brilliant job. Getting any magazine together is never easy but Gary has always managed to fill the pages and keep it interesting. On behalf of all the network members I say a very big thank you to you, Gary.

Now we have a dilemma: who will edit the next edition? We need an editor urgently and it could be you. If you are interested please, please contact me. Don't worry, we will not just dump a load of paper on you and let you get on with it. Gary will still be around and Dik and I are always involved. To do the job you will need a computer and know how to use MS Word but that is about all; you don't need to be a professional journalist. The magazine is produced every quarter and is then photocopied and posted to about 80 members. Believe it or not, it can be great fun and it is definitely a very satisfying process. Give me a call if you would like to chat about it.

Now, I get the impression that Gary is getting a tiny bit interested in the Nexus 500. Will he like it when they finally arrive in the shops in June? Will he lose control fuel consumption and pollution. The benefit of adding direct injection is that the fuel can be introduced to the combustion chamber just after the exhaust port has closed. Fuel consumption improves dramatically and the exhaust becomes a lot cleaner. Also, the electronic management allows the engine to be mapped to produce much more power at lower revs, and thus a more user friendly engine.

Clever, eh?

But what's the catch?

Well obviously it cost more to manufacture but not that much more. The Purejet Runner 50 sells for £100 more than a conventional Runner 50.

The real problem that has not been solved yet is a technical one:

Oil sludge caused by piston blow by etc collects in the crankcase, and the small amount of new oil mist is not enough to keep it cleaned out. It builds up over a period of time until it causes a problem. The amount in a 50cc engine is small enough that it is not a problem, but it becomes a problem on larger engines. I understand that the oil companies are working on special oils to help cure this. Another solution that I thought of, is that the dealer puts the engine through a cleaning cycle during routine servicing - a bit like the cleaning cycle on your ink jet printer.

You may ask: why not have oil in the sump like a four stroke and direct inject everything?

I thought that was the answer until I thought about it more. It is easy to inject a small amount of petrol, but trying to inject a huge amount of fuel and air is not easy. It all has to get into the combustion chamber in a very brief moment, and that means a large hole that has to be sealed against the imminent explosion. There is much less time to get it in than on a four stroke, so a lot of pressure would be needed. I don't think it can be possible to get that much in quickly enough.

Anyway, I am sure that larger direct injection engines will appear before long. Definitely a case of "The two stroke is dead. Long live the two stroke".

One last point. It is a very nice engine to ride and has better acceleration than the conventional two stroke.

## Other news:

South Wales Gilera dealer Ken Roberts has a 1958 Gilera 175 Rossa single cylinder four stroke that he intends to ride in the Italian "Motogiro" rally. The rally is a recreation of the famous long distance road race event run in the 1950s, and is only open to suitable period bikes. They cover about 1000 miles in total. Ken has two artificial knees so he is training hard to make sure he will be able to stay on the bike for that long. It has clip-ons and rear sets just to make sure he is not too comfy! If you want to know more about the Motogiro look at "ducati.com". Ducati are one of the main sponsors.

Scottish Gilera dealer Eclipse Motorcycles have a mechanic who has bought a Nordwest to use for Supermotard racing at Knockhill. He reckons a bit of mild tuning to give 55bhp at the rear wheel will be enough to make it competitive. And it should be reliable.

Now if you like strange things (other than Gileras) you may be interested in "World Pin Hole Day" this coincides with our Spring Gathering week on the 27<sup>th</sup> April. You make a pin hole camera out of a cereal box or something, take photos on the 27<sup>th</sup> and send only one in to a web site to have it included on the massive web gallery. Last year's gallery has over 900 pictures from all over the world. It would be really neat to have a picture of a group of Gileras included on there. I will be taking some pictures for it.

If you want to understand what the \*\*\*\* I am going on about check these web sites:

[www.pinhole.org](http://www.pinhole.org), [www.pinhole-solutions.co.uk](http://www.pinhole-solutions.co.uk), [www.pinhole.com](http://www.pinhole.com)  
[www.pinhole-resource.com](http://www.pinhole-resource.com)

You will be amazed at this secret alternative way of life. There are hundreds of sites and thousands of people taking photographs with cameras made out of rubbish for a few pence.

By Dave Champion.

## BMF RALLY 17<sup>TH</sup> & 18<sup>TH</sup> MAY 2003

This year the Network will be at the BMF rally again.

The Network plot at the BMF will be there for the Saturday & Sunday.

There will be a tent and a display

I will have my Gileras there.

I shall hire a van at your expense to get all four of my bikes there

My Custom Nordie will be looking good, resplendent in its rainbow paint job, Runner headlight, X8R Honda rear lights and twin high-level exhaust.

I will be bringing my RC125 trail bike too. It is standard but custom painted

I will also be bringing my re-bodied XRT Borg and my CX 558 hybrid Phantom Motard, both still under construction.

So if some of you don't bring some standard bikes of all ages the motorcycling fraternity will think the Gilera Network has gone nuts.

Please do come along with a view to staying over. You can get in free as an exhibitor and keep your bike on our stand. There are places to drink on site without doing the "memba" rally. We could BBQ on the stand if you were up for it. I have a generator and a beer fridge I could put them in your van. Failing that we could demob to a restaurant like we did a year or two ago.

This is the Show that says the NETWORK exists.

There are already rumours that we have folded. Are they right?

I will run the stand as my contribution to Network events.

Please contact me for special tickets to get you in as exhibitors or you can pay at the door if you are loaded but don't let them send you to the car / bike parks. Insist on being allowed onto your stand.

I will also write a report for the next Gen on how it went.

Alternatively you could go for a great blast around the country side as there'll be sod all bikes out there that weekend

## The Gilera Health Check Results

### The Big Percentages

97% Want to stay members

95% Are owners

95% Recreational use

89% Short rides

92% In for back up info.

### The Lesser Ones

71% Will organise on occasional local basis

66% Want events to attend

32% Use Gilera for daily Transport

29% Like track Days

29% Like shows

29% Like rallies

29% Like B+B touring

21% Like camping touring

8% Like off road riding

Put simply all 37 of us are doing well and are very easy to please.

I have had some replies since I did the analysis but they were all in keeping with the trends. Of the 38 who responded in time only one said they would no longer want to be a member.

The figures include our one abstention, which is why only 97% of us want to stay members. The accuracy of that will come out in May 2003 when we want real money from you to join up again. After simply remaining a member of the club most of us just want to go on short recreational rides with the back up of an information source should we have need of it.

From an organisational point of view that is a doddle to deliver so long as someone finds providing that service a worthwhile pass time in itself.

When it comes to the activities more usually associated with a club things become a little vague and spread out. 66% of us want to attend events but we have a fairly even spread between Track Days, Rallies, Shows and Touring. Notably for a club allied to a marque well known for it's dirt bikes only 8% of us want to go off road.

Now that I have carried out this survey I shall channel my ideas using them as back up. That really means I shall only take notice of those who respond to the club and it's activities in the future. If you are happy in the background and the survey suggests many of you, the non-respondents, are we, the active, will assume you are content with what we provide and we will make you join in if you want to alter things.

Actually I have used the results of the Survey for another purpose. That is to see whereabouts in the English countryside the interested reside and to regionalize our activities.

the available styles. The only thing up with this one was that the fibre layout wasn't pretty. I had always intended to paint it so that was of no consequence. It is light and only needed slight alteration to fit the Gilera.

#### Rear shock EMC

I got this shock from the small ads in Supermoto Magazine. I haven't tried it yet. It looks good I hope it works well.

#### Tapered Handlebars

I was offered these bars and the price was right. They were from a KTM Adventure that had been dismantled. If I hadn't got them cheap I would have had to buy some full price. They look great and do damp a little vibration.

#### Air box & Battery Box 20 amp hour sealed unit

I had suffered from the infamous Gilera starting problems ever since I bought this bike and I reckoned that more electricity on tap was the answer. The battery I chose was a sealed 20-amp hour as it provided the most electricity in the smallest package that I could find. I fitted this type of battery to my XRT 600 with only slight air box changes but for the Nordy with its new alloy sub-frame I decided to build my own air box around the battery as a special unit. Both my bikes start easily now. (Oops! famous last words)

#### Rear exhaust section Twin outlet

This piece was initially created by or for Nigel Windys who was a prominent Network member in the early days of the club. He moved over to using a Honda for Supermoto racing as they crashed more cheaply than Nordwests. I acquired the pipework and end cans and fitted them to my bike. The noise was unbelievable. Kay complained that when she was following me the vibes would rattle her visor. I modified it several times including changing from alloy tubes to carbon fibre ones. I ended up with a pleasant looking and sounding 1 system. I achieved this by building a hidden silencer box under the battery box so that I could keep the two mean looking shorty silencers that exit each side of the rear tail piece.

#### The bodywork

This was my favourite part but it was the most difficult to create. Styling is a very "in your head" thing to do and it is difficult to visualise something before you start. However customising has been my lifelong hobby so the Nordy was not going to escape my attentions. The adaptation of styled parts from other vehicles is the neatest way for a hobbyist to get a "Factory" look. As I have a Runner for commuting it wasn't long before I had eyed up the fairing and the light for use as a new nosecone. I acquired a pair of runner leg-shields, a Runners headlight and started cutting and making brackets. Once I had made a fairing from the parts I asked my mate Geoff to turn it into a fibreglass unit. Geoff had access to some high quality glass-fibre matting at that time, normally used for small-aircraft wings.

It is second only to carbon fibre in lightness and strength. All my Nordy panels are made from it and it has saved a Kg or two.

The tank side panels are basically standard with the Runner winker pods moulded in. I produced them from the bits of Runner panel and my Nordy's original plastic panels. Then it was off to Geoff for the lightweight ones.

Rear light and wipers are from a Honda X8R scooter. These scoots were popular for a while and caught my eye because of the rear light cluster. I thought one may be adaptable into a Nordy tail section. I was right. There was a lot of bracketry needed to make it fit and the tail piece had to be cut away and restyled but I am pleased with the result. The part on the bike is the original buck made from a lightweight fibreglass copy of the original tailpiece modified using "Bumper fill". This is elasticised filler that is ideal for use on motorcycle bodywork.

The rear side panels are cut and reshaped from fibreglass ones. I did these panels last so that I could use them to blend the front and rear styling.

#### The paintwork

Custom progressive fog with reptile artwork? It's a bit "in your face".

I have been Custom painting for thirty years and Kay my girlfriend has been an Airbrush artist for twenty years so we had to set about the Gilera. The fogged theme was something I was practising at the time and the reptile idea came from the restyled shape of the bike.

Written By Dik Stapley

### **Colin's Nordwest**

My bike is a Nordwest 95, brought secondhand 5yrs ago. It's pretty much standard except for; paintwork was pink and black but now red and white, fitted with an arrow stainless can and I have gradually replaced most of the fasteners with stainless items. Its currently on Hi-Sports but when it's time to replace them I fancy a change to Pirelli MT70RR purely for their looks (any feed back on this choice?). A 15T gearbox sprocket is fitted. My Nordies a toy basically used on Sundays mostly, trackdays and holidays northwest and the TT. It makes a pretty good touring machine except for tank range and the seat, the most I've covered in one day was 380 miles, going to the northwest 200 via Scotland and even that journey wasn't too bad. using the pillion pegs helps and at least the seat is long giving you plenty of room to move about. the biggest problem is tank range. My Nordie has so far been 100% reliable and I love it, for its rarity and pose value and its all round competence (does anyone know how many Nordwests were imported into the country?) it goes quite well too! as for the future I would be grateful for any information/advice on suspension matters, this is one area where I think the Nordie could be significantly improved. So that's my Nordie I would just like to add I always enjoy receiving the Gen it can be a real life line when you own such a rare bike, so Thanks and keep up the good work!

Written By Colin Davies

## Gilera Network events

Events are the way club members put faces to names and find out the details about fellow members and their bikes.

**Events are the glue that holds a club together.**

### BMF rally 17<sup>th</sup> & 18<sup>th</sup> May 2003

This year the Network will be at the BMF rally again.

I will run the stand as my contribution to Network events. I will report more on the stand in the next GEN.

### Spring gathering any time between 18<sup>th</sup> to 27<sup>th</sup> April

The Spring Gathering is traditionally the Network's own annual event but recently it has suffered from poor attendance. The holding of a single national event by such a small club, as we are means members have to travel long distances to something that is quite small.

#### **I am proposing a change**

For the spring of 2003 I am suggesting that the Spring Gathering of the Gileristi becomes a multi-location event. It makes sense for those who live within striking distance of one another to get together at a location that provides for a reasonable ride out. After each GATHERING is over someone from each sub event should do a report for the GEN to let everyone know how each part of the GATHERING went. To assist I will study the membership list and the returned surveys and look for groups of members within a reasonable ride of one another to tip them off to each others presence and they can take it from there, or not.

I reckon the GATHERING should take place over a period of time. I am putting forward the time from the Easter holiday to the end of the following weekend.

The choice of two weekends and the weekdays in-between should allow members to get a better choice to fit a something into their lives. The style of the get together will be entirely in the hands of each set of participants. Then by writing up their GATHERING up in the GEN other members could be inspired to use interesting ideas from other parts of the Country in coming years.

My suggestions for Gatherings are as follows but anything goes.

- 1) A ride-out to an event or established biker destination.
- 2) A stand or display at a local event. Bike based or not.
- 3) A meeting at a member's house or a local pub, with or without bikes.
- 4) A party or a pub-crawl.
- 5) Join in someone else's ride out, charity run or rally.
- 6) Hold a Gilera auto jumble.

That's enough from me.

Surprise me.

If you envisage doing a gathering have the date published in the next GEN to attract extra members.

### The Stafford Show 2003

October 2003. The exact date is yet to be announced.

This year was good and showed how a few members can make the whole club feel good. So we should do it again.

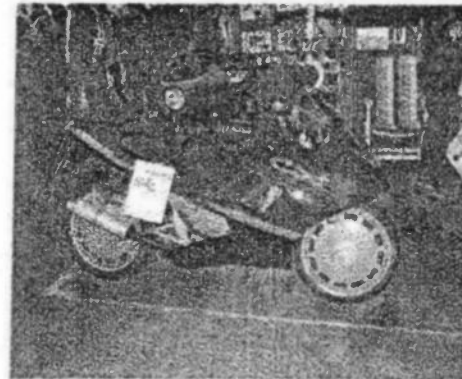
### Other events

I have some ideas that I will be pursuing but I will not become a sole or regular organiser. For events to be sustainable the many must do a little and not the few a lot

Cheers

Dik

## Stafford Show 2002



Gilera CX 125 & CX rolling frame

Keith Walker



Gilera Northwest

Gary Menzies



Gilera 125 RC and Gilera Saturno



4

The Round Family

## General Letters

Dik Stapley the new Secretary sent this in for publication to let everyone know the way he is promoting the Club to interested people.

The following is a reply I sent to someone asking about the Network. They have three Gileras dating back as far as the 1930s but were concerned that we might only want members with modern Gileras.

This is what I said

Hi,

*I am the new Gilera Network secretary.*

*Thanks for your interest and sorry for my late response.*

*The Network is about all Gileras but I have to say that most current members have late model bikes. That makes you important, as we will never redress the balance if owners of older bikes shy away.*

*The committee members of the Network are all open-minded types with preferences not prejudices.*

*To give you an idea my girlfriend & I went to the 2000 Gilera Revival in Italy on a pair of customized Gileras, Nordwest and an XRT, the last of the Arcore bikes. The other Brits were all on or interested in older bikes. Jed Gilligan and his mate had racing specials that they rode at the Monza*

*parade alongside us. The Italians loved our modified bikes and they loved the "old timers" too. The Gilera connection was the uniting force.*

*That is how it is in the Network. None of us can own all the bikes we like so we mix with others who have them.*

*The Network is only as good as it's membership.*

*There is no great hero who runs the club for his subjects. It's share and share alike or fade away for us.*

*I would be most pleased to have you as a fellow member if you decide to join up.*

*Cheers*

Just got 33<sup>rd</sup> Gen. I thought it lacked content info. And pictures, but then I found out how many members there are, so to produce what you do is an amazing fine job.

I am also a member of the MZ Riders Club (York Section) last count 1000 plus. Winter Rally 24-25 Jan 03 at Flying Horseshoe Hotel by Clapham Railway Station, Gilera members welcome.

Bit about me 49, work for Royal Mail own 98 Tri Sprint, Laverda 3C 1974 no free tax damn Government, MZ ETZ 250, one Bantam 175 in bits and 91 Gilera RC600 imported by Concept Motorcycles, Bramley, Leeds registered to me Dec 01 cost £1495 used for work and leisure, so I've had

it nearly a year, tacho has never worked, uses a bit of water, does 114Km from full to res. I think this is bad but it seems to run OK and is fun to ride. Rear shock needs PSI when checked it was 30 psi got it up to 47 psi manual says 10 ATM + 147 psi? Appleyard KLY say they can do it if I can't get it that high. Just had a stainless pipe and can done by Zanotec, not done carbs and plug check yet but it's a bit better at bottom end and a bit slower top end. The pipes are bigger diameter to first point. I need a new rear tyre, old one is Italian unknown Mangoli I fancy a Avon "Gripster" as MZ's go great on "Supremos"

I also have a mate, that has just bought a Saturno low mileage, bits missing like seat, fairing and other bits. He's taken pictures of a Saturno that's in Cobb & Jagers at Shipley (90 £3200 very nice) so he can build it up.

My son Stu has a Honda CB500TT and Suz SV650 that was featured on front cover of Street Fighter July 02.

Best wishes,  
Paul Walker

Are there any Network members going to the TT races in 2003, if so would you like to meet up? You can contact me by email at, colind59@ntlworld.co.uk or by text on 07870967859.

From Colin Davies

## 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 NETWORK**