

Editorial

The Gilera Network is now officially constituted. Following the excellent attendance of 16 members at the AGM we are no longer 'interim' ! See page 18 for full details.

Our first year saw membership peak at 157. Unfortunately, either some people have failed to notice the subscription item in The GeN#5 and the reminder in the AGM Notice, or perhaps have moved on to a different marque. We still have over 110 members paid up to 31 May next year so we are doing pretty well, and enquiries continue to come in.

So much has happened since the last issue that it has been difficult to fit everything in. Hence, amongst other reasons, the late appearance of #6 - but I hope you will agree it was worth waiting for.

I have to report that there was very little activity on the Arcore site in July. Luigi Frigerio told me that it was now "totally closed". The pickets had certainly gone and although it was not deserted there were not the number of people about there had been last October. Large capacity machines do not appear to feature in their plans for the future. To quote from the Piaggio World Wide Web 'Introduction' page : "The Piaggio two-wheeler also makes a decisive contribution to the achievement of an intermodal transport concept, as well as promoting the introduction of motorised transport in the developing countries". Not much call for 'hooligan' bikes, race replicas, modern classics or serious off-road machines in their product range for the time being it seems.

There are several important items of technical advice in this issue to take note of including cam belt life and starter clutch problems (see page 4) as well as the Nordwest starting survey results (page 17) !

Now read on

'SAD PERSON'

SCOTTISH GATHERING REPORT

I'd already decided to go to the N.E.C. meeting on the 14 May 95 when out of the blue came the details of a Scottish Gathering at Loch Tummel Inn the following week. Since Durham lies equi-distant from both locations, I decided that both meetings were a must (the consequence of the title). This was bestowed upon me by my daughter.

A number of discussions with Charlie Newsham resulted in my confirmation - eventually a small group of intrepid venturers agreed to gather at the hotel. I'd already planned my route when our 'Noted Treasurer' (Now P.R.O. - Ed.) called and advocated a scenic route through the OCHILS, CRIEFF, KENMORE, GLEN QUAICH to TUMMEL BRIDGE.

Since I was the only 'Southern Traveller' I was beginning to wonder whether such largesse had an ulterior motive, especially when John Rushworth mentioned you could get 'airborne' on the Glen Quaich road.

The journey started bright but from Morpeth via the A697 (Coldstream Road) the rain fell together with hail - heated grips certainly help. At Dalkeith the rain ceased and I crossed the Forth Bridge (free for motorcycles) in the midst of a two-mile tail back caused by bridge repairs. Lunch was taken at Glenbowe House in Glendeven some 12 or so miles from Crieff. The rain had stopped and the sun shone, roads were dry and life was a lot happier. (NB Motor Cycle Day was also a washout)

Crieff is worth a visit on its own, with hydro and distillery - onward via A85, then 822 through glorious scenery and sheep. At Amulree, turn left on the Glen Quaich road, single track, some passing places, suicidal sheep and three gates, together with hair-pin bends. The gates were awkwardly located on 1 in 4 ascents or descents - 'airborne' was the buzzword since a few metres in either direction would have resulted in a leap of Evel Knievel proportions. All the same it was worth the detour with snow-tipped mountains all around and the road reaching over 550 m above mean

sea level.

Onward via Kenmore, Loch Tummel to the Inn, which is on the roadside overlooking the loch. Already on-site were John and his girl-friend Marie (RC600 mounted) and James Murray (Saturno). Beer, by the loch-side in the sunshine, was a welcome sight.

Charlie Newsham arrived after repairs and 'bodges' to his NW and also a leaking front fork seal. Rooms and camping needs resolved and 'Scrabble' certainly acquired a new meaning - IN JOKE ! Food was excellent and the Inn provided a welcome par excellence..

Sunday dawned with sunshine and peaks covered with snow especially SCHIEHALLION (1083m) on the S.W. corner of the loch. Breakfast was followed by a trip to the camp-site where starter-motor/clutch problems were apparent and then not ! Trials experience was necessary to reach the main road from the camp-site, the rock strewn first bend was a 'dab run', especially for road bikes.

After the photo-opportunities and the farewells we set off in different directions. We even had a guest GEN member, on a 600 Diversion (Marie's mother). Good weather and a great return run via Perth, Alloa, Kincardine Bridge and then A7 Galshiels and A68 (Carter Bar) back to Durham. Truly, an enjoyable week-end of good company plus food.

Must do it again !

† Geoff Dawson

THE MISSING LINK

CHAINS AND SPROCKETS

Original sprockets are expensive things to buy for all the recent Gileras and so far pattern items are hard to get. One of the most frustrating things about trying to get pattern sprockets is suppliers will tell you they have what you want but when you get it; it is the wrong one. A simple problem, the suppliers do not know what they should look like and their information has got a bit confused. Here are sprocket sizes, original part numbers, chain lengths and a few clues which will help you identify rear sprockets even by phone. I have included r.r.p. just so the bill is not too much of a shock when or if you order them. The prices were correct at the beginning of September '95. All bikes based on the 4 valve OHC single use the same type of front sprocket and 520 chain. Sprocket sizes and the number of links are as follows.

FOUR STROKES.

NORDWEST: 14 front. part no: 328016 £31.35
43 rear. part no: 946060 £61.00
(yes sixty one quid)
108 links.
Rear sprocket is dished (not flat).
five bolt fixing.

SATURNO: 15 front. part no: 321586 £33.25
43 rear. part no: 939211 £43.23
104 links.
Rear sprocket is flat with five bolt holes.

RC600: 14 front. part no: 328016 £31.35
43 rear. part no: 324896 standard £47.82
46 rear. part no: 324881 £46.72
108 links. (for 43 tooth rear)

RC600 R 52 rear.
Rear sprocket is flat with six bolt holes.

DAKOTA: 14 front. part no: 328016
350 51 rear.
500 46 rear.

XRT: 14 front. part no: 328016
350 51 rear.
600 43 rear.

Most people prefer a 15 tooth sprocket on the Nordwest and RC600, the engine will pull the higher gearing even two up. A few revs lower make the bike feel smoother, quieter and less hurried also it should improve fuel consumption a bit. There is enough chain adjustment to cope, but only just on the RC 600.

GFR 125:
13 front. part no: 343960 £38.32
14 front. part no: 343961
also Crono & SPO 1 & 2 £38.12
41 rear. part no: 953669 also CX 125 £48.43
Rear sprocket is flat with 6 bolt fixing and extension spacers
front 322830 for Freestyle - Apache
rear 953066 for Crono
CX 125 : 14 - 41
Free-Style, Apache : 13 - 48
Crono : 14 - 40

This is not a very complete list but it is all the definite information I have at the moment.

CHECK THOSE CAM BELTS

Or to put it another way: ALL BREAKAGES MUST BE PAID FOR !

I have heard of several low mileage cam belt breakages. There is no obvious reason for these breakages and most belts seem to reach the end of their lives with no apparent wear or deterioration.

There are some possible causes for premature belt failure:

Maybe because some of these engines were made several years before they got sold and used the belt has age hardened and generally deteriorated. If the rubber has hardened it could crack and damage the internal reinforcing etc.
or
Maybe the belt has been kinked and weakened

before or during fitting.
or
Maybe the belt has been running slack and therefore has been hitting the front or back of the belt tunnel causing chafing etc.

or
Maybe something is putting extra stress on the belt, a seized water pump, a seized tensioner or if the bearing in one of these has failed it will throw the belt out of line so it rubs on the side.

I think age hardening could be the major problem so if you are still running the original belt change it now just to be safe. Everyone else check your belt tension, it is an fairly easy job.

CHECKING THE BELT TENSION

Nordwest & RC600:

- Side panel and tank off.
- Belt cover off
- Inspect the belt for any signs of damage. Change it if you find ANY damage no matter how small. The teeth should be in perfect condition and the back should be smooth and evenly polished.
- Inspect the cam wheels. The belt should be running more or less centrally. If it is running on one edge it may be damaged and the most likely cause is the water pump bearing has failed.
- Spark plug out. (do not put rag in the plug hole because it may get sucked in when you rotate the engine).
- On each cam wheel you will find a reference mark on the rim near the teeth.
- Put the bike in gear and push the bike to rotate the engine forward until one of the marks lines up with the horizontal split in the head castings.
- Look to see if the other mark also lines up. If not rotate the cam wheels 360deg and look again.
- Now they should line up (front wheel mark will be at the front and the rear wheel mark will be at the rear). The engine is now at TDC on the firing stroke so the valves are closed and there is no load on either cam shaft.

- Slacken the nut retaining the tensioner. Give the tensioner a push just to make sure that it is free and has taken up any slack.
- Retighten the locking nut and reassemble the bike (reverse the instructions above).

SATURNO

Remove the tank and the left side fairing screw. If you have a set of long ball ended Allen keys you can get all the belt cover screws out reasonably easily. If not it will be difficult my suggestion is spend a tenner at the tool shop, you will be glad you did. Once you know what a correctly tensioned belt looks like you can just take the single screw out of the top part of the cover and check the belt quickly (worth doing whenever you take the tank off). The rest of the procedure is the same as the Nordwest.

I have dealt with changing the belt previously. You can get a copy of my "Step by Step" (Mk 3) instructions if you send me an SAE.

STARTER CLUTCH FAILURE

Nordwest, Saturno & RC600 suffer from failure of the starter motor clutch.

Gilera are not the only people who suffer from starter clutch failure. The new Triumphs had the same problem. They solved it by changing the gear ratio of the starter. This made the clutch turn faster and reduced the load on it. Unfortunately we are unlikely to see modifications for our bikes so we must make the best of what we have.

The type of clutch used on these engines is not uncommon on bikes. Metal rollers are thrown out against the inside of a metal drum by centrifugal force when the starter motor turns. It is only the metal to metal friction that transmits the power and we are talking about quite a lot of power to move that big piston.

I have heard of several cases of the clutch failing because it will not grip and the rollers just slide on the drum (making a horrible noise). It is not

possible to repair the clutch so a new one must be bought and they are not cheap. All the failures I have heard of have been using Synthetic oil. I suspect this could be a contributory factor. Synthetic oil is so good because of its reluctance to break down under load and our clutch needs the oil to get out of the way so it can make a good metal to metal connection. Do you see the problem? What I am trying to say is Synthetic oil may not be such a good idea after all. Semi Synthetic may be a better option. Please give me some feedback about this.

THAT UNUSED LEVER

OR HOW TO KICK START THE SATURNO

Several people have said to me that they can not kick-start their Saturno. Well if your starter clutch fails you may be glad of that previously unused appendage.

Velocettes, Gold Stars and International Nortons were (we are told) "Impossible to start". People who own them are empowered by some supernatural force that enables them to breathe life into these impossible engines.

The Saturno does not need an understanding of the black arts but you do need to do things right and as Douglas Adams said "Don't Panic", trying to hurry is the worse thing you can do. Take your time, enjoy it. Give onlookers a chance to marvel at your expertise.

First a few pointers: Sit on the bike with the stand up. Be comfortable with your weight on your left leg. Do not stab at the pedal. Keep the pedal in your instep and push it determinedly. If you let your foot off when the pedal is at the bottom it will fly up and hit your calf (it hurts), this is about the only way you will hurt yourself. Starting from cold needs plenty of fuel. Full choke then open and close the throttle three or four times to prime the engine.

- Throttle closed.
- Ignition on.
- Slowly push the lever down till it stops.

(It has turned the piston till it's reached compression on the firing stroke)

- ❑ Let the lever back to the top.
- ❑ Now kick down purposefully all the way to the bottom.
- ❑ Do not open the throttle till you have reached the bottom and then only a little.
- ❑ It should start in two or three kicks.

Starting from hot will not need choke or priming.

If it has been standing for a couple of hours one or two priming twists should be all that is needed.

REGALIA

BADGES

Have you got a place that needs a badge ? I may be able to help.

I still have stocks of embroidered badges depicting the interlocked circles logo with the name in the middle. 2.5"x 3.5" gold (rich yellow) logo on black or red background. Price is only £2.50 inc. P.P.

Also Enamel badges of Saturno in red or Nordwest in two tone blue. These badges are like a coloured side view line drawing (chrome lines). The detail is excellent. Badges are about 1.5" long. Price: Nordwest £2.50. Saturno £3.30 inc. P.P.

Red & Gold Gilera tie pin badge £0.50.

Cheques made out to D. Champion please.

† **David Champion**

MUGS

What can I say ? Thank you all for being so patient. The supplier assures me that I will have delivery by the end of October. Should this not materialise I will call it a day and refund all orders.

NETWORK LOGO STICKERS

These are now available to the design on the GeN cover, i.e. meshed rings in black and grey plus text. They were done by a marine graphics specialist so they are very weather resistant. Unfortunately they are not totally petrol proof. Price £1.25 for a pair inc. P.P.
Order from the secretary.

✂ **Pete Fisher**

FOR SALE & WANTED

Classic Gilera Seeks New Home

1958 Gilera 175 cc 'Classic'

Low mileage, stored in garage for the last 18 years. Running oredr and needs only minor tidying for 'concoours'. All original with some

period racing accessories, new tyres and tubes, and boxes of spares £850.

Also for vintage racing: 'classic' Lewis Leathers one-piece racing suit 5' 9", 38" Chest, racing boots size 8 1/2 and a pair of gloves. The lot £100.

Also, 250 copies of Motorcycle Sport magazine, 21 years complete, 1963 to 1984. £100.

Write: J.H. Skeat, 10 bury Road, Poole, Dorset, BH13 7DB.

WANTED

Brian Hamer is on the look out for a low mileage Nordwest. He would like to part exchange his black and pink Nordie. Otherwise it is for sale.

FOR SALE

'Original' NordWest. Magnesium engined black & pink model. 58,000 Kms. Good condition - around £2200.

Contact the Secretary to be put in touch with Brian.

FOR SALE

Gary Redfern is interested in selling his low mileage two-tone blue Nordie. Tel: 0161 320 0949

Tony Tootill's NORDWEST FOR SALE
1994 L Reg 5000 Km, BLUE/BLUE
EXCELLENT CONDITION, S.S. EXHAUST,
USED GENTLY BY B.O.F. - £2950
Tel (Bolton) 01204 594071 or 0973 278325

ARCORE REVISITED

After seeing Luigi Frigerio's emporium last October, plans for this year's summer holiday were drawn up to take in a visit to the Milan area. My trusty turbo-diesel Nova gave me a fright a few days before leaving by snapping a couple of engine mounting bolts, but two days of driving from LeHavre got us to the camp site at Monza.. for Saturday night. The site is right next to the Autodromo, and whilst I had known there was no major event on that weekend we were pleased to find a large uncrowded site with lots of shade and very good facilities. The only problem was it was rather too hot and humid for us.

Sunday was spent finding the Moto Guzzi factory at Madello and sight seeing in Como. We took the opportunity to 'do' the Como-Brunate hill-climb where Giuseppe Gilera rode to victory on the first ever Gilera in 1909. It was certainly a wonderful road. I would love to have a go on it on the hill-climb bike. There is a white line painted across the road at the 'finish', but I think it may only be used by pedal cycles these days.

Bright and early on Monday morning we arrived at Motta in Trezzo. We received a warm welcome and all my needs for parts were met except for a speedo cable. They only had one RC item in stock so I had that as an experiment. I acquired another complete (good secondhand) gear selector shaft/pawl after a long conversation which consisted entirely of pointing to individual items of the unit and saying 'questo' !

Next stop FPM to get my hands on the 604 kit and competition silencer. Frigerio told me that no re-jetting would be necessary, but that the fast men in Italy run twin 36 mm Dellortos ! He also explained that Arcore was now completely closed. We called in at the works on the way back to Monza. It was almost totally deserted. Not even any pickets around, and very little coming and going. Anyone interested in a trip (by bike!) next year - say in September when it's cooler ?

† **Pete Fisher**

ITALIA '95

A GRAND DAY OUT

What a shame it was billed as three days.

ITALIA 95 was to be an extravaganza of everything Italian from pasta to aeroplanes all gathered together at Silverstone for three days of fun and more fun. There would be two track days and most of the Italian owners clubs were expected to be there in addition to IMOC who were organising the event in conjunction with Silverstone.

When we received the information it seemed as if we should make every effort to be there to make sure no-one forgot the name Gilera. But how the hell would we get the £250 we needed for a club marque? Three cheers for Piaggio, one letter to Shirley Pattison and we had approval. We excitedly publicised the event in GeN. No sooner had we sent the GeN out when we got notification that the date had been changed because the original date clashed with the V-Twin rally at Shaftsbury. The next issue of the GeN was getting near to the event, we were worried that many of you would have made alternative plans, holidays etc. But we were going to be there. The money was sent and we planned what we would should do.

Nothing happened. Three weeks to go and still no word. Phone calls to Silverstone got promises but we still had no paper work and had not seen any publicity. Two weeks to go, more phone calls and still nothing. Pete and I discussed writing to every single GeN member to say "do not go, we will not be there" and maybe the event was not going to happen.

Then at the last moment the paper work turned up we were told there was going to be a good turn out of owners clubs. It looked good after all.

I arrived early on Friday in a van with two Piaggio scooters and my Saturno. It all seemed

very quiet and there was a strange lack of marques, just ours and IMOC's in fact. Other pitches had name boards so maybe other Marques were about to be erected and loads of people and bikes were about to arrive.....wrong. Nothing happened on Friday except a poorly attended track day. As you would expect there were a few Gileras giving people on "fast" bikes a nasty shock around the National circuit. Nigel Lee managed to bend his Nordwest and himself a little bit by taking to the grass horizontally at the end of the start/finish straight but not before he had amply demonstrated the speed and handling of Blue Gileras. Nice one Nigel, I hope the bruises have all gone.

At the end of the day Alison, Pete and I retired to the camping field with "room for over a thousand tents" I am glad we had booked a pitch, if another half dozen tents had turned up there would have been no room left against the hedge.

Saturday was very different to Friday.....The track day was on the new Stowe circuit and it rained and the wind blew and no crowds came just the lads on Gileras enjoying themselves. One of the lads was John Surtees and he was riding one of those Gilera four derivatives, er what are they called, oh yes M.V. I cannot understand why he was riding it because he had also bought with him the real thing, yes a Gilera FOUR, but he was letting some one else ride it (unfortunately not me). What an amazing sound.

Sunday really was different. There was classic racing so loads of people. Still not much sign of any more Italian owners clubs except Laverda and Isetta. But who cares 'cause loads of Gileras turned up and our marque buzzed with activity. The guys on the gate did try to stop club members getting their bikes to the "in field" where Italia was being held but with one exception everyone made it (what wonderful organisation). Before the racing started an Italian parade had been arranged, well sort of arranged. At the last minute when we were all lined up ready to go the organisers said we could not do it (what wonderful organisation again). Well it seems that there was some sort of interference on the portable radio, the message got misunderstood and by mistake the gate got

opened and away we went, ha ha. I think there would have been a riot if we had not. Riding round Silverstone in company with M.V and Gilera Fours was a great experience. Even a couple of Isettas did the parade and there cannot have been many bubble cars driven round Silverstone.

We counted 26 Gileras over the weekend, apart from John Surtees Four, Mike Noblett bought the TT Piuma and also Raymond Ainscoe's 1947 (I think) San Remo which must have been the noisiest bike on the parade.

I do not want to labour a point but the weekend was a non-event for just about everyone except UIS and we had a great time, well I hope we did, didn't we ?

Silverstone say they want to do it again next year! Who knows, if they grovel and beg enough and they really promise better organisation and publicity we may even go. It is a great venue with potential for a lot of fun so let's hope it can get worked out. Watch this space.

† David Champion

Classics Corner

Gilera Four - TT Parade 1995

Photo - Chris Webber

NORTHWEST FRONTIER

You may have seen the item in MCN about our very own Nigel 'Stoppie' Windys or 'Ace' as he is now known in hill climb circles. His publicity campaign back-fired somewhat and he now faces competition from a GXR1100 which became road-legal mid season. The new rules for the championship mean that the fastest road-legal bike on the day gets the points regardless of capacity, so Nigel has got his work cut out. At the faster hills the Nordie just doesn't produce enough steam. The 'Gilera Hill Climb Team' have prayed hard for rain at the last three meetings. Unfortunately, the rain has come too late each time to affect the first timed runs and the GXR now has more wins under its belt.

All is not lost though. The last two rounds of the championship are at very short twisty courses, and at this time of year there is a fair chance of rain. I have confined myself to setting personal Gilera best times, and a needle match with two Yamaha TDRs. The ten percent slower than Husky rule is proving surprisingly consistent. The exception was Gurston Down where I got into the low 41's as compared with the 510's best run of just under 39. The Nordie is a good ten mph slower through the speed trap at the finish, but about the same through 'Hollow' at nearly 80 (clearly determined more by bottle factor than bhp !).

The temptation to fit the 604 conversion I picked up from Frigerio in July has been resisted, but the FPM 'silencer' seems to give a little more bottom end and certainly sounds a lot better. Winter will bring a top end rebuild, with head off to Stan Stephens to be matched to some 33mm Kehins hopefully ready to drop onto the FPM big bore barrel and piston. This also takes compression up to 11:1 and so there is no need to skim the head. A solid copper head gasket is used in conjunction with a 'spigot' on the barrel. Dyno test next spring with a bit of luck !

† Pete Fisher



Yet again the Morini Riders Club arranged a superb track day at Cadwell to which we were invited. They seem to be able to lay on wonderful weather lately as well as excellent organisation. The whole Cadwell weekend is a real credit to their hard working committee particularly former NW & RC owner Vince Bennett and his wife Viv.

My Morini was going well in the first session, but the clutch cable snapped just as it finished. I then found myself circulating on the NW in company with John Shepherd the MRC secretary on his 500 Morini. John was using the handling of the Morini to match the Nordie power advantage. Things became a little hairy when he tried to out-brake me going into the hairpin. There are few bikes that will out-brake a NordWest and he ended up going straight on !

The 'Two Nigels' (Windys and Lee) were greatly enjoying themselves. 'Stoppie' had the advantage of extra go, but they were very well matched. Smoking rear wheels into the hairpin were the order of the day. At one point the marshalls decided the 'red mist' had taken over too much and stopped the session.

Claudia Cruttwell and Beth Davidson were lapping very quickly and smoothly on their Saturnos to the dismay of male riders of far larger capacity machines. As well as Andy Wallington's Nordie-engined Saturno there were also the very quick machines of Ian Calvert and Robin Carter. These 'Bialberos' are both seriously fast and can't be much slower than a Piuma. Raymond Ainscoe brought along his San Remo. I gather he had hoped to bring news of acquiring yet another Piuma from Frigerio, but his trip to Italy was disappointingly fruitless.

A.G.M

The Network assembled at The Blue Bell - Photo. Bruce Mackie

Pat Sproston had not got his GFR there so the 'pocket rockets' were not represented. A great shame as Cadwell is such a good circuit for a small bike. Several NordWest's were in evidence including those of Hugo Wilson and Gary Redfern. It was great fun mixing it with the Morinis and a couple of indecently quick Aprilia 250s. Don't miss the opportunity next year !

The quickest Gileras were lapping around 1.16. The following week at the Laverda track day the 'race' group were very little faster including BEARS Guzzis, 916 Dukes and a Speed Triple Challenge Triumph.

David arrived on Friday evening in time for a good session in the Blue Bell. He and the other Gilera only folks went for a ride round on Saturday including a visit to the Performance Bikes Frenzy whilst I joined Bruce Mackie, Jim Coughlan, Benjy Straw and Chris Shuff, the other Morini/Gilera dual members at the MRC AGM.

See page 18 for minutes of the Gilera Network AGM and 94/95 accounts.

† Pete Fisher

'G - mail'

☞ Keith Ellison

Since the last GeN5 many things have happened. I intended part exchanging my Saturno for a ZX6R, well I bought the Kawasaki but couldn't bear to part with Saturno. I'd just had the 500 mile service done and had to go away to London on a two day course for work, during which my wife phoned to say the ZX had been stolen from my garage. To say I was gutted is an understatement, but decided to sell all my bikes as soon as I got home. The police found the ZX two hundred yards up the road, stashed behind a bus shelter, electric wires out and the steering lock smashed. They probably planned to collect it in a van later. Knowing that the low life had also seen the Saturno, Benelli Quattro and Gilera 202 in the garage I worried that they may return, they haven't as yet. Subsequently I called at my local bike shop White Bro.s Ltd. on the Saturday and they picked up the Saturno and ZX and I told them to sell them both. The ZX needed a new clock set and the frame welding total cost of £250. Both have now been sold and the Quattro, a bike I spent about 2+ years working on, has also been sold to a friend of mine up the road. I only have the Gilera singles, mostly in bits apart from the one I use daily for work. It's got to the stage when the worry of security has overcome the hobby. Sickening really.

I'm sure everyone in the network will commiserate with Keith. Do we know who bought the Saturno ? - Ed.

☞ Chris Gould

... I'm also due for new tyres, do you have any recommendations. I find the front end tends to tuck in a bit and was wondering if a different profile might help ? Other than that the Hi-Sports are great.

I've just covered 8000 Kms (don't get to use it as often as I would like) and have had very little trouble, several instrument panel bulbs and park lamps have blown and the petrol tank filler developed a crack. I have no problems starting even after a month sitting outside. Half a dozen turns and away she goes even though it takes a while to warm up properly. I've had it serviced regularly and used the best oils etc. and despite the thrashing it gets (Dartmoor was excellent) its never missed a beat and its perfect for getting across London.

A 120/70 front tyre as recommended by Pirelli for their Corsa might suit you better, or you could experiment with the amount the forks are through the yokes - Nigel Windys has his up and down like yo-yos to suit different hill climb courses ! - Ed.

☞ Mike Riley

I've been busy on L780 MRB over winter, just doing routine checking, greasing etc. The rear wheel proved tricky to get out, a combination of the shaft and inner collar rusting together ! A fine rub down and good greasing has solved the problem however. I've also put on stainless front pipes which look a lot better (I got these from Jacksons about a year ago ! Don't know if he can still get them.) I've had problems with the silencer however ! I have rung round trying to find someone who could aluminium coat it. Nobody has heard of the process !! Could you suggest anywhere ?

I had it stove enamelled, but it lasted about 50 miles before bubbling up and flaking off, so I've blasted the remainder off and sprayed it with G.S. matt black (I've been told this really works - we shall see) I located a firm that could make up a stainless steel silencer but it would cost me £600 !! - the original item costs £200 so I'm saving up for a trip to Wales for a Gazelle one.

Those at Cadwell will have seen Aden Ellicott's nickel plated pipes and silencer -see Where to Go - Who to Know for details - Ed.

☞ Frank Guinard

I have been looking for a rear hugger for my Nordwest for some time without success. I have kept the bike in France for the last six months (I work there on a regular basis) and have asked various manufacturers of plastic and carbon parts, so far no luck. I am waiting for a quote for a carbon hugger based on a Suzuki bandit model, we'll see.

I have seen an Italian Nordwest with dual exhaust, very nice but must be expensive. I have also seen the Arrows model that is fully compatible with the existing mounting brackets, it's big, ugly and cost around £320 including French VAT. A guy I know is working on the design of an oval silencer (mounted on the flat side), I have asked him to forward me the details when he's finished.

I would be interested to hear from any owner of "tuned" Gileras, I am specially interested by bodywork and exhaust mods.

See 'Feedback' for more about FPM silencers including photos of Brian Hamer's bike -Ed.

Ian Beattie

As you may remember I asked you at Gurston about the causes of leaky radiators - and yes I have now found the cause - and yes I should have taken in advice in GeN#1 - as the right hand radiator fan cowling had ate its way into the radiator causing a minor leak. Fortunately I was able to obtain a 'new' radiator under warranty. Let this be a lesson though - I dread to think what price a new one might be !

On the subject of hill-climbs I don't think that I would ever use my NordWest in a hill-climb - it doesn't see that much use on the road - unfortunately ! However, isn't it curious how many of the hill-climb (or ex-hill-climb) fraternity have NordWest's - I can't understand why ! Perhaps this may be

a method of attracting more competitors into hill-climbing - who knows ?

See the important item on cam belt life (sorry it came too late for you Ian !) and the effect of synthetic oil on starter clutches on page xx - Ed.

Jurgen Weber

The newsletter is very interesting for me because I enjoy the Saturno Bialbero very much and in the next years I will buy one. So the information the members are writing in the newsletter is very helpful for me. Now you ask me about the spare parts situation in Germany.

For the younger models like XRT 600, RC 600, NordWest (in Germany called Nord Cape) and the Saturno you can get every part but with a very high price level. Maybe Piaggio Germany thinks all Gilera owners are millionaires.

For the two-stroke bikes of the early 80's like the RV 200, RX 200 and NGR 250 you can get motor parts but body parts can be a problem. For older bikes like my 150 Arcore you can get absolutely no parts. No brake-shoes, chain sprockets or motor parts absolutely nothing - very frustrating !

I have two addresses for you if you want to modify your Gilera. The first one offers carbon parts and a few parts for making your NordWest better. You can get info by the following address: Zweirad Schwarz, Sachtleben Str. 2, 41541 Dormagen Germany. The other dealer offers carbon parts for the Saturno and NordWest. You can get a catalog from: Volker Heim, Roßbacher Str. 3, 35649 Niederweidbach, Germany.

Paul Kent

My Saturno is now complete all for the screen which is proving difficult to find a supplier of an after market part. The suppliers mentioned in The GeN were really unhelpful and uninterested, but I have now found a company in Weymouth who reckon they can make me one while I wait as I do not have any pieces of the original. We will see !!

Jo Lishman

Tyres - I'm on my second front and third rear at 10,000 Km. I've switched to Contiradial 2000

front £65 rear £90 from Devonshire Road Tyres, Ulverston, Cumbria. The lads are both bikers and do the full manly for price of tyre, remove , fit tyre, balance and re-fit wheel. Good crack too. Exhaust. Quill Racing Exhausts, Galgate, Nr. Lancaster. For around same as original got a carbon fibre can for both Pegaso and NordWest. Pegaso's been on for 2 1/2 years, Nordie's for 12 months, not too load but people know you're there.

Chains and sprockets. Still original, fitted scot-oiler when new. It's been worth every penny - hardly ever adjusted the chain. The Pegaso's done 21,000 Km still original no adjustment made. Regina Gold chain, look after them they'll last for ever it seems. Speedo cable - XJ900 @ £6 fits fine.

See 'START ME UP' on page 17 for Jo's brilliant NW starting technique ! Also 'Feedback' for another speedo cable suggestion - Ed.

Joachim Heller

I received GeN No 5 and enjoyed it very much - especially the G-Mail and the hint to grease the rear engine mounting bolt. So I decided to tell you something about my little problems with my bike (Saturno).

Firts the front fork. David Champion found it good. I don't agree. I'm not a racer, like most of you seem to be, so I prefer a more comfortable setup. I mounted progressive springs from White Power with oil grade 7.5. To get the right preload for my weight I used 82mm bushings at the top end (about 25 to 30% negative stroke). I want to try oil grade 5 in the compression side, to make the fork work better on bumpy road conditions. Perhaps with a higher oil level.

David wrote about an oil quantity of 300 cc, my manual says 310 cc. This is only right if you overhaul the fork. If you drain the oil by the little screw on the bottom you should refill only 290 cc. The better way is to measure the level. The distance between the top end of the fork and the oil should be 150 mm, with the fork fully compresses and without springs. (I made a little tool for sucking away the excess oil down to the right level. It's a copy of the WP tool and I don't know

if it works with upside down forks.) By the way, if somebody wants to try different oil grades, he should make sure that the dampers are mounted like David and the manual told. I found them swapped (compression one on the left and the rebound one on the right side). The best thing I did to my fork was to mount a Pirelli Dragon because of its inherent soft damping.

To work on the bike you need a stand. I use one with a lever on the side which is pressed down by foot. On the rear I use it how it was designed to be used. Additionally I welded on a half pipe to each leg of the stand. I also put a 16 mm axle which is coated with plastic hose through the frame tube in front of the engine. The half pipes fit to the axle and so I can lift the front of the bike. This works very well because the fork and front wheel are completely free.

I had a little starting problem too. With the choke pulled on, the engine starts immediately, but it went off manifold until the motor is warmed up. I first supposed it was a lean mixture, but then I found that it was too rich. Because Dellorto could not deliver a smaller starting jet, I made one by myself. (I stopped up the big hole with tin solder and drilled a 0.3 mm hole in it. If somebody has the same problem let me know, I will send you some of these jets.) This works fine. To find this fault I used a glass plug named Colortune, which I normally use to adjust the carbs of all my vehicles. Perhaps it could help to fix the starting problems of your Nordies. By the way, if it is an electrical problem and not a carb problem there may be something to help. I remember an article in an older electronic magazine which describes a sytem which allows you to add the voltage of a small capacitor to the voltage of the ignition system during starting. They use a remote controlled switch which is coupled with the starter switch. The capacitor gets charged during normal use.

Another problem I still have is the lumpy low speed running. During winter I had a look into the plastic part which connects the carb and the inlet port. I found that this part is not well centered to the port, so I took a file and made slots out of the mounting holes. Now the step on the inside is removed and the low speed running is (not very much) better. Perhaps it would be worth other Saturno owners checking this.

Have some fun and always have some road below (at least one of) your tyres.

Email: j_heller@informatik.uni-kl.de

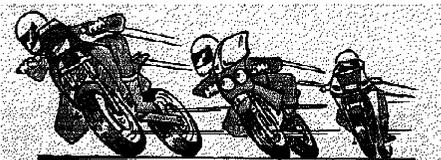
By the way, Joachim says that there are officially 255 Saturnos registered in Germany ! - Ed.

Peter Smith

One suggestion I have for the NordWest starting problem is to use the bike nearly every day as I do, even if it is only a few miles. I would be interested to hear any solution to the rusty discs problem which occurs as soon as it sees the sight of water, as it is a pain keeping the white wheels clean, and also any recommendations for servicing and repairs up north.

Keep the letters coming everyone. There are more mail excerpts in 'Feedback' and 'START ME UP' on pages 16 & 17

Pete Fisher



TT Diary

As a result of Chris Webber's Morini Dart not running very well after an emergency, temporary, head transplant, both my NordWest made it over to Mona's Isle this June as Chris took up the offer of borrowing the Blue job while I rode the Black 'n Pink number. So it was that the 'Gileras Four' - Chris with son Tony as pillion, David, Robin and me, arrived tired but full of eager anticipation in the early morning light of Douglas. After a welcome breakfast on Peel sea-front we presented ourselves at our digs at Ballavattleworth and quickly unloaded our gear before heading for the back way to Laurel Bank to watch the F2 race. Afterwards we adjourned to the Woollen Mills Craft Centre for tea and

scones. The day was rounded off with a 'quiet' pint in the White House in Peel.

'Mad Sunday' saw us at Glen Helen well in time for the gathering so we could watch the antics. Nigel Windys went by impressively quickly just after we arrived. As noon approached other Gileras appeared as we were joined by James Murray from Scotland on his Saturno. Peter Church from Laxey, Dave Morris from Ramsey and their respective 'other halves' (sorry ladies - I'm hopeless at remembering names) rode in on Saturno and Nordwest. (although Peter was actually on his Fireblade). Nigel turned up full of tales of derring-do across the mountain, with footrests to prove it. ! The weather blessed us with some warm sunshine and Mike Riley T-Shirts appeared in

Above - Machines and members at Glen Helen on Mad Sunday Below left - 'Gileras Four' Calf Sound

profusion. The bikes were lined up for an official photo and much talk of matters Gilera ensued. As is the tradition with the Morini owners amongst us a run to Calf of Man sound via Niarbyl Bay was suggested. Unfortunately the Church's Saturno had trashed its rear wheel bearings and so they could not join us.

The trip got off to an interesting start with Nigel doing a rolling wheelie down to the traffic lights at Ballacraigne. A brisk canter took us to Niarbyl Bay where a stop allowed us to re-group. There must have been some suprised folks who found themselves passed not by one or two Gileras, but seven on the 'Sloc' road as we made our way even more briskly to the Calf Sound cafe. Tea and scones combined pleasantly with general natter rounded off a thoroughly enjoyable afternoon.

We made our way to Tower bends on Monday morning full of expectation for the singles race. Gavin Lee was in the programme on the Saturno, and we were keen to see Mick Noblett do his stuff although he was not on Raymond's Piuma. Mick came through looking impressively quick on the first lap but unfortunately the Rotax motor let him down. No sign of the Gilera though. A move to Cruickshank's for the sidecar provided an interesting vantage point for the classic parade. One NSU managed a direct hit on the baled wall of the house that stands on the corner of the junction with the Ramsey/Douglas coast road. Fortunately the rider was not hurt. After another near miss the marshalls began slowing the rest of the riders down.

A ride across the mountain to visit the IMOC meeting at Crosby was an excellent opportunity for pressing on as there was very little traffic about. At the Crosby hotel there were several unusual machines including a German Dakota and very tricked-up Saturno.

Off to the Ramsey Sprint on Tuesday of course. We didn't

actually get to see Nigel doing his stuff in the lunch break. Apparently stoppies in the rain brought him to the attention of MCN - hence the item a few weeks later. The ride back to Peel was wet which spoiled our enjoyment of the Kirkmichael/Peel coast road somewhat. We discovered the Creek Inn to be less crowded than the White House and the Guinness excellent.

On Wednesday it was back to Glen Helen for the Junior. Loads of bikes to look at during the lunch break. The most tasty was an MKR special, a one-off 916 type frame with a KLR650 single motor. Beautifully made, with lots of really well engineered touches. Pity it wasn't a Gilera motor. A look round Murray's Motor Museum was followed by a brief visit to the (officially) closed Laxey Wheel. Robin and I were under the mistaken impression that Nigel was going to perform again at the Streetfighters do at Ramsey on Thursday morning. We were wrong, but it made a very good excuse for a high speed blat along the course from Ballacraigne to Ramsey. We then returned to Peel to watch

In the best traditions of MCS
-continued on page 18

TT DIARY

Continued from page 15

the Red Arrows display. After lunch at Silverdale Glen we decided to investigate a tiny cove at Port Greenhaugh. As we rode into the car park what should we see but David's Saturno. He had been exploring this part of the coast and we arrived at this one isolated spot at the same time.

'feedback'

FORK SEAL REPLACEMENT

Nigel Lee writes:

With reference to David's article about replacing fork seals on a NW, only the L/H fork leg has a spring fitted. Owners may need to know this. If a paddock stand that hooks under the fork legs is used to enable front wheel removal, as soon as the spindle is removed the bike tends to end up in a heap on the floor as the R/H leg collapses. Fortunately my wife has good hearing and can hear my cries from the garage !

Nigel Windys suggests the following alternatives to the original seals:
VESRA Ref. AR4104 - as fitted to KX250 89/91.

NORDWEST SPEEDO CABLE

Jo Lishman has found that an XJ900 item will fit. **Chris Shuff** had success with an RD 125 LC cable. Both available in 'pattern' at around £6. Best routing at the lower end is between the brake caliper mountings. Strangely this just doesn't seem possible on some particular bikes. I currently have an RC600 cable on my blue beast. It was all Motta in Trezzo Sul'Adda had in stock. Naturally it is longer, and so takes a very sinuous route. It looks a little odd, but perhaps it might last longer.

TYRES

Geoff Dawson is not very impressed with Michelin's Production Planning :
After a vibrating run from my father's house I decided to check the tyre pressures (surprise, back was down to 18 psi). Long and close inspection revealed a slight indentation in the centre of the rear tyre (5000 Km old). A quick application of solution (saliva) showed a weep (3 psi drop in 12 hrs)
First thoughts were new tyre (Hi-Sport), this was immediately put back into the recesses of the mind (NO Hi-Sports in the country ?! - delivery

quoted as at least 3 weeks). Reluctance to repair was tempered by up to 3 weeks (more ?) off-road. Indeed the repair was my only option and was duly effected by a local dealer. Surely tyre manufacturers, such as Michelin, can get the production runs and availability a little better than this sorry state of affairs.

The question, of course, is how well do mixed tyres work on the NW. Any comments, or experience from other GeN members ?
See **Jo Lishman's** G-Mail for experience of Conti's on a Nordie.

EXHAUST

I can report that the FPM 'Competition' silencer is an alloy can with mild steel pipe section. Both smaller and lighter than the original equipment I found it a little tricky to fit as the alloy bracket supplied for the rear wasn't quite right. Some judicious bending solved the problem and it shows no signs of dropping off. Not as loud or harsh as an 'Arrows' I would say. With the last baffle section left in I am risking it on the road. Frigerio says I should grind away the tack welds and pull it out to make it go even better ! Cost about £120 'off the shelf'. The road version has a longer, wider and heavier can, with a stainless pipe section. See the photo of **Brian Hamer's** bike minus plastics below.

Unfortunately Luigi does not have credit card facilities, so getting one (£150) into the UK by carrier or post might be difficult unless you have a friend in Milan.

Geoff Dawson suggests the following recipe for renovating an original item:

In line with other winter users my exhaust has begun to look rather brown - rusty to be precise ! In view of all the comments I decided to bring the original exhaust back into pristine condition. The method chosen was:-

- Remove and clean with wire brush, file and a range of emery papers to a passing resemblance to smoothness.
- Spray with three coats of Finnigan's No.1 Rust Beater (allowing each to dry for 20 mins.)
- Paint two coats of Hammerite Smooth Finish over the 'rust beater' after approx one hour.

The results are quite acceptable - progress report will be issued later.

'START ME UP'

Thanks to everyone who wrote in with their experiences and tips on starting NordWests. Opinion was divided between electricians and carburation as being the problem. A freshly charged battery was advocated by **Phil Adams**, but as **Nigel Lee** points out - why should a bike eventually start when theoretically the bike's battery will be in a poorer state after a couple of minutes cranking ?

Chris Doherty pointed out the importance of not touching the gas until the engine is firing properly while the choke is full out. **Russell Braham** puts the problem down to the evaporation of volatiles from modern petrol which particularly effects big singles. He suggests flushing the carb by removing the float bowl drain screw and turning the petrol on for a few seconds. Replace the drain screw, turn the petrol back on and then turn over the motor for a few times with the kill switch 'off'. Choke back on, kill switch 'on', whiff of throttle and first time start guaranteed.

I can also recommend **Jo Lishman's** technique which saves even having to open the tool-box:

"No throttle, press starter and slowly pull on choke, engine catches around half way on.

Pull choke on fully and warm up."

This certainly works for me on the hill-climber. Interestingly, this is an early model where the spark strength is not reliant on battery voltage. It still has the original battery, and you can't imagine anything less designed to keep a battery well charged than hill-climbs once a month or so. I demonstrated the trick to great effect at Silverstone. However, I came to start the blue bike today after standing for over nine weeks. Jo's method on its own did not work before the battery became tired. So plan B was Russell's recipe. The float bowl drain screw is easy to get at with the screwdriver supplied in the toolkit. Even once I had flushed the carb though it still didn't want to know on full choke. Back to plan A - SUCCESS ! Interestingly it fired on no choke at all with a whiff of throttle and refused to continue to run if the choke was pulled right out. So, here is what appears to be the best strategy for persuading a reluctant Nordie into life. I shall christen it the **Braham-Lishman method**:

- Petrol off.**
- Loosen float bowl drain screw to release 'stale' fuel.**
- Petrol on for a few seconds to flush carb.**
- Re-tighten drain screw**
- Petrol on, Choke OFF**
- Try a whiff of throttle, if no go**
- No throttle, pull choke out slowly while cranking until engine fires**
- Find best choke position to keep engine running.**

Try it and let me know how successful it is for you.

† **Pete Fisher**

Gilera rider's minds must think alike ! The three of us carried on around the coast to Port Soderick before going across to Port Erin where Chris and Tony would have returned from their trip on the steam railway. As we expected they were ensconced in our favourite cafe.

The Senior was watched from the end of the Cronk-y-Voddy straight, right by the 11th milestone sign. Some of the big Dukes were frightening to behold as they either wheeled or shook their heads as the suspension topped out. It was seriously cold, and so we made for the Woollen Mills again where we warmed up by partaking of yet more tea and scones followed by lying in the sun inside the grassed courtyard. Time was killed waiting to join the ferry queue by reviewing the biggest free motorcycle show in the world along the length of Douglas sea front. Chris and David were Triumph fancying, whilst Robin and I ogled a KTM Duke at close quarters. The crossing and M6 ride were as boring as usual, and Chris and Tony were reunited with the Dart in Wolverhampton. They were glad to find it started OK and as a result of David's attempts to sort it the previous Friday night it was not running quite so lumpily as they set off home.

All in all a most enjoyable week. Chris seemed to relish the chance to ride a Nordie again. Pity he seems set on a Triumph to replace the NW he sold because of poor starting. By the way, all the TT photo.s in this issue are courtesy of Chris.

† Pete Fisher

A.G.M

MINUTES OF THE ANNUAL GENERAL MEETING OF THE GILERA NETWORK

Held at 'The Blue Bell', Belchford, Lincs. on Sunday 20 August 1995

The meeting opened at 11am with sixteen members present. The Secretary took great pleasure in informing the Chairman and members that the meeting was therefore quorate within the rules of the association.

The Secretary tendered apologies on behalf of several members including John Rushworth, Ged Gilligan, Leigh Millward, Paul Kent, Brian Hamer and Frank Guinard. He craves the indulgence of those whose names he forgot to note. The Secretary read the minutes of the inaugural meeting held on 10 July 1994. Geoff Dawson proposed and Andy Wallington seconded that they be accepted.

Chairman's Report

David Champion reported that the Network peaked at over 130 members in 1994/95 and that membership currently stood at around 100. He told the meeting that there were still prospective members to be reached. The tool hire scheme was running successfully and Network products had been produced. Meetings had been organised at the National Motorcycle Museum and Loch Tummel and ITALIA '95 had been a very successful event for us with over 20 Gileras attending over the weekend. The TT meeting had been well supported. More ideas for club runs were needed. The reasons for affiliating to the BMF were explained. The main reason was the need to organise public liability insurance at sensible rates. Benefits are also available to members such as discounts on bike and travel insurance.

Treasurer's Report

Pete Fisher presented the accounts on behalf of John Rushworth. They showed that with hopefully several more renewals to come in the position was healthy, and finances could be planned for the coming year.

Secretary/ Editor's Report

GILERA NETWORK ACCOUNTS PERIOD ENDING 30/6/95

EXPENDITURE

Subscriptions	39.00	Photocopying	335.02
Advert(MotoItalia)	25.00	Postage	210.79
Merchandise/Tool Hire	23.30	Stationery	15.99
Insurance/Ship	88.00		
GM	25.00		
Ship	00.00		
Furd	75		
14099.20	55		
<u>EXCESS</u>			
Cash at Bank	87		
Cash in hand	50		
3700.41			

Pete Fisher confirmed that membership looked likely to settle around the 110/120 mark for the time being, although new enquiries were still coming in. He appealed to any member thinking of selling their machine to pass on details to the new owner or dealer.

Constitution & Rules

The interim constitution and rules having been circulated to members, the Secretary explained that there ought to be an additional rule requiring any assets to be realised and distributed amongst remaining paid-up members in the event of the association being wound up, and asked for comments. Geoff Dawson raised the question of indemnity in the event of financial problems. Benjy Straw pointed out that in common with most clubs the Network's activity was generally not a credit operation. Geoff Dawson proposed and Jim Coughlan seconded that the Constitution & Rules be adopted. There being no-one opposed this motion was carried.

Election of Officers

The Chairman explained that a new post of Public Relations Officer was to be instituted and that **John Rushworth** was willing to take on that role. Nigel Windys proposed and Mike Riley seconded. As John was no longer to be Treasurer a volunteer was called for. **Steve Todd** indicated his interest and he was proposed by Chris Shuff and seconded by Bob Brooks. There being no other nominations for the offices of Chairman and Secretary, **David Champion** and **Pete Fisher** were duly confirmed in their posts.

Items submitted for discussion No items had been received by the Secretary.

Any other business

The Chairman explained all the help that had been received from Piaggio (UK). He then called for more ideas for more gatherings. The Secretary pointed out that we would almost certainly have a stand at the BMF Rally next year. Arrangements for the AGM were raised. Beny Straw pointed out the 'special

relationship' which existed with the Morini Riders Club. It was generally agreed that the joint event was a good idea and benefited both parties. Geoff Dawson suggested that the Secretary write to the MRC well in advance to sound out their attitude to the arrangements for next year. Chris Shuff asked what the official Piaggio line was on the Gilera factory at Arcore. Pete Fisher described how much more deserted it looked in July as compared with last October. Benjy Straw explained that there were no hints of what the future held. The race shop still exists but only for R & D for Piaggio.

Ian Calvert informed the meeting of an Aprilia Track Day to be held at Donnington Park. Geoff Dawson raised the question of sponsorship for the GeN cover. Bob Wright is to be approached by The Chairman. Nigel Windys asked about cam belt breakages. David Champion advised more frequent tensioning (see page 4). Geoff Dawson pointed out that a NW air filter is cleanable. Chris Shuff reported that an RD125LC speedo cable would fit a NW. Benjy gave a warning re. cable routing (see page 16). A new general T-shirt design is to be developed. Benjy Straw suggested an enamel badge to the Network Logo design.

The meeting closed at 12.30 pm.

† Pete Fisher

Our well connected Public Relations Officer John Rushworth is also Director of U.K. Operations for Motorcycle On-Line, the first 'electronic' motorcycle magazine on the Internet.

He has set up a World Wide Web page for the Gilera Network as one of those available via the UK system at 'motorcycle.co.uk'. Here is how it looks :

So anyone with an Internet connection should point their favourite web browser to:

http://www.motorcycle.co.uk/mcclubs/g_net/gilera.html

It even has a link to the Piaggio WWW pages ! I have already received much favourable comment from other 'net-bikers' including members of the 'euro-moto' mailing list, and several membership enquiries. Thanks to John the Network can reach the world in a way that makes us truly international.

The idea of this column is to keep you posted about what the British Motorcyclists Federation is up to on our (and therefore your) behalf.

David Champion has been nominated as our BMF Liaison Officer, and we have started to receive all the paperwork regarding the whole range of activities from political lobbying to discount offers. As 'The GeN' is thankfully usually easy to fill, we don't propose to go into detail on any issue unless it is particularly relevant to Gilera enthusiasts.

All being well, we will be represented at the Annual General Council Meeting in October. Having had some dealings with BMF matters in the past it is good to see how large an organisation it has become. What is less encouraging is that the amount of 'in-fighting' seems to get worse rather than better.

Of interest to the Gilera Network are proposals for a change in structure which might affect the representation and fees of National and One Make Clubs like us. There appear to be those who feel that members of N&OMCs do not contribute enough financially compared to individual members. The BMF first grew out of the Federation of National and One Make Clubs and from the published figures it seems that their members still provide the majority of BMF 'membership'. It should be remembered that many people are members of more than one N&OMC, and may also belong to a local club affiliated through the Regional arrangements. We will hope to attend the next N&OM Club Forum when the work of the Structure Proposals Group will be discussed.

If anyone would like details of the various BMF member services on offer including:

- Bike Insurance**
- Travel and Breakdown Insurance**
- RAC Membership discount**
- P.&O Ferries 30% savings**

Send an S.A.E. to the Secretary.

Bob Wright advert

WHERE TO GO - WHO TO KNOW

Useful Names and Addresses

Nickel Plating - as used by Aden Ellicott on his NordWest pipes and silencer:

A.J. Calladine, Unit 4, Brailwood Close, Brailwood Road, Bilsthorpe, Newark, Notts., NG22 8UA. Tel./Fax: 01623 870372

Plastic body panel repairs - recommended by Ian Clarke:

Plastec, near Reading Tel. 01734 574577

Flywheel Pullers @ only £23-50 inc. p. & p.

- Bob Wright Motorcycles see inside front cover.

PLACES TO GO

Italian bike fanatic and Network Member Peter Graham has started a new Monthly meeting for Italian bikes at Shoreham Airport. First Tuesday of every month at the main airport building. There have been three meetings so far and already around thirty bikes are turning up. So if you are within range of the Sussex coast and fancy a good evening amongst friends you know where to go.

Peter also indulges in that strange ritual of getting up of the crack of dawn on Sundays then riding seventy miles with his mates for a bite of breakfast before turning for home.

Do you have a breakfast run? Where do you go? Which is your favourite road? Where and when do you meet your mates? Please write and let us know.

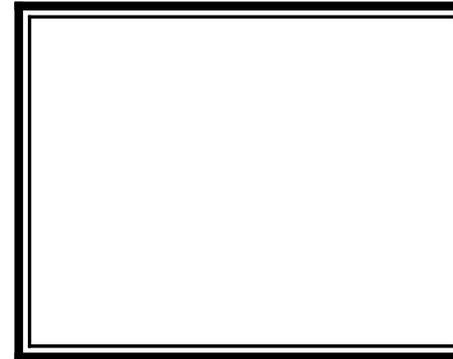
◆ David Champion

Don't forget **West Pennine Italian Motorcycle Riders Club** meetings at the SPINNER'S ARMS on the A6 in ADLINGTON near CHORLEY & RIVINGTON also accessible from junction 6 of the M61 - phone Mike Schofield: 01257 481587 or Gerard Page: 01942 811799 for details.

Road Tester's Gem No. 4

The achievement of the RC is its balance and total composure... Essential for riding the ruts at 80 mph

RC600 - Fast Bikes May 91



Nigel Windys proudly examines the 'Manxed' state of his footrests



A German Dakota at the IMOC IoM Meeting - Photo.s Chris Webber

STICKERS

Network logo stickers now available at £1.25 a pair inc. P.&P. Very weather resistant but not totally petrol-proof.

Still stocks of new style logo and 'Gilera Racing Team' stickers available. Two of each for £0.75 inc. P.&P.

Rally dei Faraoni posters still available for £1-50 inc. P. & P.

Cheques to Gilera Network to the Secretary

MEMBERSHIP LIST

You should find a current list with this issue. Anyone who ticked the 'not to be kept on computer' box will not appear at all. My apologies to recent members who did not get a chance to let me know that they were happy to have more than just their name, machine type and area appear on the list.

Please let me know any additions/alterations and these can be published in the next issue.

The GeN ISSUE #7

Whats coming in the next issue

- NordWest Frontier - Will 'Ace' be Road Legal Champ?
- More Faults and Fixes, Feedback
- Top end rebuild - what the manual doesn't make clear!
- Classics corner - please send me a photo of yours!
- Xmas Quiz - how much do you know about Gileras?
- More 'Road-tester's Gems'
- Your letters PLEASE! (What has become of the GFRs !!??)