

Editorial

Membership is back up to 130. Looking through the records reveals that several machines have changed hands and so we still have a very good percentage of the 'current' models out there. We are signing up an increasing number of overseas members thanks to John's G-Net Internet World Wide Web pages and owners of classic machines continue to join the ranks. A diverse range of models is now represented including two 300 twins!

We need more in the GeN to cater for enthusiasts of the older machines. I found a pristine sales brochure for the 1971 50 Trial at the NEC show - see page 7. Has anyone got any similar material for other models? I freely admit my lack of knowledge on anything other than the Nordwest but I know that we have members with a wealth of experience on the 150 Arcore for example - let's hear from you!

Our new Treasurer Steve Todd now has a good idea just how much cash we have to see us through to next June. There should be no problem in maintaining the GeN in its present form, and we should be able to finance a stand at the BMF Rally in May.

Please see page 16 for an important announcement regarding the tool hire scheme. Everyone that has had the NW puller from me has returned it very promptly - many thanks. Unfortunately David's experience has not been the same and at the time of writing he is still waiting for tools to be returned from people who have held on to them for ages (you know who you are). **This is not good enough!**

"Buon Natale e Felice Anno Nuovo" one and all.

† Pete Fisher



Now read on

HEAVY INTO NORDWEST

I bought a Nordwest to improve my safety (try that for an excuse). I had done a couple of years of Battle of the Twins racing on a Ducati but decided to quit after having moved from Assen (Holland) to Aberdeen. With the move I had lost my Ducati sponsor, the family was growing steadily and based in Aberdeen racing would mean spending a lot more time travelling than I was prepared to do. So I was left with a highly tuned 900ss weighing 158 Kg even in road trim. To a lot of people that sounds like loads of fun and probably is. But to me it meant that to have fun you get up to licence evaporating speed instantly and I found it pretty scary with trees and rocks lining the roads and horses and landrovers acting as pop-up chicanes. Obviously I haven't got the right stuff or too much common sense? Anyway a full race replica for the road was not for me.

At several meetings in France with the Ducati I had seen the local boys on their CR500 and Husky supermotards put on a great show and I fell in love. I looked at buying a Husky and converting it but for my type of use around town and occasional track day the Nordwest seemed a much better package. And the money saved would pay for quite a few modifications.

I bought my Nordwest in March 94 from Andrew Hart Motorcycles in Dundee. I paid 3800 for it which I thought was a good deal at that time. I haven't had many problems with it, not even the coolant leaks. The dial of the temperature gauge fell off, but I found it inside the instrument panel and glued it back in place. When used heavy handed the clutch is difficult to operate smoothly and makes a horrible screeching sound. I have tried to locate the problem but couldn't find anything wrong with it. I suspect the spring damping in the clutch-housing causes the surging action and also maybe the screaming. If anyone knows the truth please let me know.

Modifications to the engine so far include a compression and porting job by Slipstream and two 33 mm CR special smoothbores. I have fitted the original air filter rubber with a single large

K&N filter on the smoothbores, because I couldn't find enough space to fit two. It seems to work OK, I get 51 BHP at the rear wheel with the stock pipe. I am now trying to make up my mind for the winter '95 mods, should I go for a set of cams from Gerald Martin and retain the sweet running original barrel and piston or should I go for the Frigerio big bore kit. Any advice on experience with either would be greatly appreciated. I also bought an exhaust from Gary Rowe's Nordwest. The result was +6 BHP from 4000 to 8000 rpm. The noise is deafening. I can only use it in France

(they love it there).

Modifications to the rest of the bike have been concentrated on getting weight down. I don't know how Gilera define dry weight on their spec. sheets but I expect it is without the engine! My bike weighed 161 Kg., oil and water included - ok - but that can't account for the 19 Kg difference. I am thinking of a kick-start conversion (although John's advice is that it won't work because of too high compression), and in the mean time I have taken off all the bits I didn't need. Included in this heap are the radiator fans. I was surprised to read that the fans ground through the radiator on John's bike. I have never seen mine working and I have never had any temperature problems since I removed them, not even when racing Carole on a sunny (bloody hot) day. Not using the bodywork

is the reason. The only bits that have replaced the heap are aluminium footrests (Harris on home made plates) also to increase ground clearance. An Acerbis Trophy II headlight and home made radiator scoops. I agree that it destroys the Nordwest appearance but it adds a great deal to the Nordwest feel. The bike is now lighter, quicker and even more fun. Personally I also think it gives a more fit for purpose look. Apart from the colours (paint job to match original on winter '95 budget) I like the way it looks but then again I suppose Dr Frankenstein felt the same way about his creation. Other advantages are I keep the original parts warm and dry and scratch free and it doesn't take 3/4 hours fiddling with to get to the engine.

Tips: Take great care when removing the spark plug as dirt and stones can end up in the recess.

Finally I have for sale a 1 3/4" supertrapp c/w pipe to fit NW collector. On my bike it gives same top BHP as stock pipe, and a lot more noise.

I would like to swap it for a used stock pipe.

† Jasper Taal

NORTHWEST TOP END STRIP DOWN

Hopefully few Northwest, RC or Saturno owners will yet have needed to even get the cylinder head off their bikes, let alone lift the barrel or remove the cams. However, one or two unfortunates have had head gaskets blow, and others may suspect that theirs is 'on the way'.

One way of justifying my purchase of the FPM 604 kit was that it was pretty clear that the head was going to have to come off the hill-climber sooner rather than later. The bicycle pump cure to persuade coolant back where it should be out of the expansion tank is very effective (David has to be credited with this lateral thinking brain wave), but the reason for the excess pressure in the cooling system seemed likely to be a slight leak in the gasket releasing compression into the waterways in the head/barrel. So once the season was over I cleared up the garage, placed the bike firmly on a paddock stand and contemplated the description in the workshop manual of how to remove the engine.

All very straightforward to start with anyway. But before you begin give a thought to draining the oil with a warm engine. Not necessary for just a gasket job, but you wouldn't want to start up a brand new barrel and piston on dirty old oil would you? Off with the seat, plastics and tank. In case there is anyone still struggling as I did the first time I removed the fairing by separating the light unit from the side panels - don't. It is much easier to remove the whole lot as one unit - just disconnect and remove the indicators, disconnect the headlight wiring, and once the small screws along the top of the tank and the large side fastener are out, the whole thing comes off easily with a bit of judicious 'flexing'. Beware if the 'other' petrol tap is tight! On the other bike it has never been a problem, but on the black one it was a bit tight last time I needed to take off the tank. This time it was very tight, and in trying to get it shut using pliers I managed to crack the monkey-metal knurled cap resulting in one useless petrol tap and exceedingly blue air. You have been warned. The occasional squirt of WD40 would obviously not go amiss.

I continued as advised in the manual to remove :
Side protection (rear body panels)
Crankcase protection (sump guard)
Coolant from the cooling radiators.
Silencer and exhaust pipe.

First minor problem. The FPM silencer was off in a trice. The exhaust securing screws which I had feared might be corroded in were a breeze. The pipes were soon loose, but I found that you have to get them at just the right angle(s) to remove them completely. Don't despair - it can be done !

The manual doesn't suggest that you remove the cooling fans, but I did anyway.

Disconnect the spark plug, tachometer and starter engine wires. I assume they mean the mechanical tacho cable on a Saturno - not applicable to NW so far as I can see.

Loosen and remove the carb to head clips. Disconnect (and I would suggest remove) the rear brake pedal. Remove the gearbox sprocket protection and if you have a riveted-up chain remove the sprocket and get the chain out of the way. They don't suggest removing the footrests, but I reckon it makes everything a lot easier to get at and gives more room to grapple with the motor later.

Remove the flywheel cover (secure it out of harm's way so as to prevent any strain on the stator connection wires) and disconnect the water temperature, oil pressure and neutral indicator switch wires. Those who have already had this off will know that there are only two sensors 'down below'. Where is the third you ask? The water temperature sensor is on the head. It can be seen once the timing cover is off, but in fact there is a 'bullet' connector close to the coil where you can disconnect it.

Disconnect the breather hose, clutch cable and radiator hoses. Now the real work begins. The manual has a complete mis-translation - the engine support bolts are above the cylinder head ! Loosen the bolts which suspend the motor first, then remove the bolts securing the engine to the frame. If you took David's advice you will have already seen to your rear lower bolt. I hadn't but fortunately some WD40, good sockets and a strong ring spanner, together with a suitable

drift and a rubber mallet did the trick. Remove the upper support bolts and "remove the engine sideways by lowering it slightly and turning it towards the left.". As you will guess this is easier said than done. It's not that it is that heavy, but it 'sticks' in the rear mounting lugs. I found that I had to gently lever it up and out of these with a large tyre lever suitably covered in a rag to prevent scratching. I had already positioned a crawling board I use under the car below the motor, with suitable packing so that it only had to be lowered a few inches. I then simply wheeled the lump away from the bike on the crawler's castors !

Now the engine is out you can begin to dismantle it. It is arguable that some dismantling might be appropriate before removal, for instance if the belt is to be changed it is probably easier to remove the flywheel rotor while the engine is still in the bike. Anyway, the belt will at least have to be off the cam wheels, so remove the belt cover and release the tensioner. The belt can then be eased carefully off the cam wheels and secured out of the way (be sure you don't kink it) before removing the tensioner.

Remove the coolant 'elbow casting' from the head (watch out for the O-ring behind it). Loosen the head nuts gradually in a diagonal sequence and then remove them. There are only the four studs securing the head - no extras screwed in from below as on a Husqvarna. Lift the head off. You will almost certainly need to apply some force to break the seal on the head gasket. A large rubber mallet (the type sold in camping shops for tent pegs is as good as any) can be used to tap the head in several places until it becomes free.

You will find a 'top-hat' rubber bush on each stud. These come off before removing the gasket and are re-installed (wide bit up) after positioning the head gasket. If you are just doing a head gasket job this is naturally as far as you need to go. Once I had the head off it was obvious that mine had indeed been suffering from leakage around the area of the front left hand stud. Not 'blown', but not sealing properly around the waterway. There was a fair amount of corrosion on the stud and the mating surface will need a little cleaning up before re-assembly.

As I was going to take my head for gas-flowing I decided to have a look at the cams and rocker gear rather than take the complete head. At this point the manual indicates that the cam wheels should be removed, followed by the cover plates for the rocker arm retaining bushes. I remembered John saying something about this so I consulted him. He confirmed that the cam box can be removed with the cam wheels still in place. Apparently there is no end thrust on the oil seals from the plates, and sure enough once I had removed all the screws (not forgetting the long ones which also go through the tappet access covers) I was able to lift the cam box with the help of the mallet.

WATCH OUT for a tiny 'dowel' between the head and the cam box. I have no idea what it does except that it contacts a rod which seems to blank the hole provided for a valve lifter. There is no sign of it in the illustration in the manual and it would be very easy to lose. The cams remained in the box with their seals, and I shall leave them there undisturbed.

The cams and rockers looked in good condition and so I took the head to TTS for some mild gas-flowing. It will make an interesting comparison with Slipstream and Stan Stephens. They have their own dyno and I can get there in an hour and a half. They seemed to know what they were talking about and listened carefully to my instructions not to skim the head, be careful with the valve seats and not reduce the length of the guides at all. I will wait until the head is ready before I change the barrel and piston, so watch this space.

† Pete Fisher

Mike Riley Cartoons

Mike brought some new examples of his excellent cartoons to the AGM. Unfortunately space was short in GeN#6 and so they were not included. With Christmas coming up however what better time to acquire one ! These scanned images do not do them justice. They come in A3 size at £1-95 in black and white or £3-00 in colour (including postage and packing in a cardboard tube).

Cheques payable to M. Riley at 9 Hawkshead Avenue, Breadsall Estate., Derby, DE21 4EA.

HOLLAND OR BUST

I've had my Nordie since April 95, and although it's a beast of a bike it's also spent it's fair share of time in dry-dock. It's no fault of the bike, more the dealers "Clay Cross Power Sports"

I part exchanged my F reg. TDR and 1500 quid for this mint looking Nordwest. Takes it for a test run and the throttle cable snaps. So I limp it back with a pen knife and a match stick between inner and outer cables "dodge", wait 4 weeks for a new cable. Nordie/Saturno hybrid.

Got it on the road. It's great, pulls like a good 'un, lay it down, nail it - corners like a train surprising most of my mates on their hairy arse race reps and sports tourers.

May GeN meeting at Birmingham Motorcycle Museum I had a ride down with Simon Mason. It were good to meet and talk with other owners about their faults and finds with the bike. A good day out spoiled by a breakdown on the way home. Lucky for me Simon was on hand to help me push it up a 1 in 4 hill to bump it back down. I feared the worst and started to ring round for alternators and batteries, but it was only a 30p fuse in the charging circuit.

Assen TT not far off so I change the oil filter and front sprocket 14T for 15T V.F.M. at 22 quid from Jack Lilleys. Off to Holland via Harwich with no plans for me or Al - it's gonna be fun. In the company of Blades, GSXR's, FJs, ZX10s and my main rival an XR600 Honda with RGV wheels, flatslide carb and dyno jet. But, even pulling a 15 tooth sprocket on the Nordie he couldn't match acceleration or top end. What I thought would be a steady cruise turned out to be a two stage thrash from Newark to Harwich 160 miles and Hoek to Assen 150 miles, which took its toll in the form of a leaking base gasket.

Touring with the Nordie ain't so bad, with the small fairing allowing you to sit at 85-90ish without too much buffeting. But 85-90ish miles also sees numb bum set in and calls for a "Stephen Peterhansel" - which is stood up on the pegs at 80, and my mates gob-smacked.

The roads in Holland are excellent fast sweepers

and racetrack smooth. But even at this pace I was only using the same fuel as the race rep boys. I thought I might suffer running bigger jets and K&N filter.

August saw 5000 Kms. clocked up since May, so to be on the safe side I had my timing belt done whilst they did the base gasket under warranty of course. Just cost me 25 quid for the belt. That same mileage also saw one pair of wrecked Hi-Sports. Scared by the high wear rate of the Hi-Sports I've fitted a Mac 90X rear (£115) and Hi-Sport race front for £35 (off a speed triple race bike). I'll let you know how I get on with them.

Anyway, it's gone back to Clay Cross. They messed up the cooling system when they did the base gasket. It's run hot and blown the radiator cap, which in turn causes the expansion tank to fill up but not empty back in to the rad.

At the last count they had a radiator cap, but were waiting for a new head gasket (they think they've fitted it wrong way round - tossers).

Down but not out !

† Aden Ellicott

P.S. Nordie owner quote of the month - "GIT DHAN !"

I hope the gasket wasn't the wrong way round - that would also block the oilway to the head !! There are digits stamped in to the top surface of the gasket. - Ed.

Classics Corner

50cc 5 SPEED TRIAL 1971

TECHNICAL CHARACTERISTICS

ENGINE: Single Cylinder 2 stroke, bore = 38.4 mm. stroke = 43 mm. capacity 49.797 cc. compression ratio = 12:1. max B.H.P. (SAE) = 6.75 at 7,600 r.p.m., lubrication = crank gear by petrol - oil mixture gearbox and clutch by oil thrower, carburettor = float type Dell'Orto SHB 18 air filter = paper element, spark plug = Bosch W240T2, electric system = AC flywheel magneto. **TRANSMISSION:** multi plate clutch in oil bath, constant mesh gearbox, left hand foot gear shift lever, 5 speed gearbox, primary drive with helical gears 1/4.235 (17/72), secondary roller chain drive with rubber flexible couplings between crown and wheel. **FRAME AND SUSPENSION:** double cradle tube frame, front suspension: double acting "Ceriani" hydraulic fork - stroke 120 mm, rear suspension with swinging arm and springs with 3 position double acting hydraulic "Ceriani" shock absorbers, front and rear alloy brake drums with expanding brake shoes, fuel tank capacity 1.5 galls approx, tyre size = front:2.50X19" "TRIAL" Tread, rear: 3.00X17" "CROSS" Tread. **OVERALL DIMENSIONS AND WEIGHTS,** wheel base = 1190 mm, max. length = 1850 mm, max. width = 725 mm, max height = 1090 mm, min. ground clearance 220

mm, steering angle from lock to lock position = 90° dry weight = Kg. 75. PERFORMANCE: max. speed = 73 Km/h (45 m.p.h.) max. climbing capacity = 35% fuel = 4% 30 (SAE) oil and 84 octane petrol mixture.

CLASSICS NEWS

Raymond Ainscoe has recently acquired a 300 Twin. New member **Ronald Foreman** also has one of these very rare machines. I have only ever seen a photograph of one of these, so I await a report with interest. **Dick Brown** just joined us after acquiring a 'military' 50's Saturno. He consulted **Ged Gilligan** before taking the plunge. We will certainly be having a stand at the BMF Rally on 19 and (18) May. See page 20 for more details. It would be really great if one or two of the classic models could be on display. Let David or Pete know well in advance if you can make it.

A quick scan through the members list reveals the following classic machines are represented (some more than once) :

50 Trial
50 Trial RS
Saturno San Remo 49
Saturno Competizione 49
Saturno Military 51 ?
Saturno Sport 52
150 Arcore
175 Gubileo
175 Rossa Extra
125 "All State"
125 Two Stroke Enduro
125 Two Stroke MX
300 Twin

Finances permitting, the next issue of the members list will include an index by model, so owners of similar machines can quickly find each other. Now is the time to let me have the go ahead to include your details if you want people to be able to contact you.

✂ Pete

FOR SALE & WANTED

CHRIS DOHERTY is thinking of selling his Nordie:

"Two-tone blue with about 6500 Km. on the clock. It has a 15 tooth sprocket fitted with the original as spare. There is a brand new alloy silencer (not yet fitted) which has been specially made for me. A choke modification (Benji Straw's one) on the handlebars and a spare side panel. You may remember correspondence about this in earlier GeNs. The bike is in excellent condition having been used almost entirely in the dry and garaged. The only oddity is that it is without decals. They all came off when I cleaned it with a power hose ! You would think that Gilera might have lacquered over them to make them stay put. I haven't bothered to replace them as I always thought that they looked a bit naff and I rather like the look of the bike as it is. However, if the right buyer comes along, I will happily find out the price of a new set of decals and either get a set or make the appropriate allowance.

Price £3200 ono.

**Tel. 01304 366695 (evenings & weekends)
01303 266861 (weekdays during office hours)**

REGALIA

BADGES

Embroidered badges to interlocked circles design gold (rich yellow) on black or red background £2.50 inc. P.&P.

Enamel badges of Saturno in red or Nordwest in two tone blue.

Nordwest £2.50

Saturno £3.30 inc. P.&P.

Cheques made out to D. Champion please

THAT STARTING PROBLEM

If you have a Nordwest or RC 600 there is a good chance you have a problem starting it, especially if it has been standing for a few days. In the last GeN Pete Fisher explained the definitive "Braham/ Lishman" starting technique. But why do we need to master this technique just to get our bikes going, Saturnos start no problem and the 600s start if you change the carbs so what is going wrong with the Nordwests?

The 600cc engine uses a pair of 30mm Teikei carbs. The right hand one is a conventional round slide carb connected to the twist grip. The left hand carb is a vacuum operated CV carb which will work when the throttle is opened wider and more fuel / air is required. Both carbs are fed from a single float bowl which also feeds fuel to the choke mechanism in the right hand carb.

This is where the story really begins: To remove the float bowl you need to remove the carb assembly which is a single unit. The float bowl is held on by four cross head screws. If you remove the bowl and look into it you will see (apart from the drain) a large vertical drilling which goes right to the bottom of the bowl. In the bottom of the bowl near the bottom of the drilling you will see a small hole. Fuel passes through this hole and fills the vertical drilling. The flow of fuel is regulated by a (non removable) jet which is at the bottom of the drilling. When the bowl is fitted there is a fine brass tube inside the drilling that draws fuel up to the choke.

The problem, and this is where the story really begins, is that the jet at the bottom of the drilling has been sitting in gungy fuel for a long time so it gets blocked or restricted. So, little or no fuel gets to the choke and the bloody bike won't start. First thing to

do is plug the extension tube of a tin of WD40 into the small supply hole then squirt. If you do not get a good jet of liquid out of the top of the drilling you need a bright light and a piece of stiff wire. You should be able to see the jet if you shine the light down the drilling. You have to poke it clear with the wire, this may take a bit of patience. Now you can reassemble it all. Do not use any sealing compound on the float bowl. The top of the drilling must not be sealed.

WARNING. If you damage the float bowl it is not available as a separate part so you may have to buy a whole new pair of carbs for £500! So do not over tighten the screws.

GEAR SELECTOR UPDATE

Another problem you may have with your Nordwest or RC 600 is a reluctance to change up especially if you are trying to do it quickly at high revs.

The trouble is the selector pawl which was not always very well formed. The factory became aware of the fault and tightened up the tolerance after VIN 227-34105. Spare parts should be to the improved tolerance so changing the pawl and spring will cure the problem. The pawl is easy to

get to under the left side engine case. The only special tool you need is the rotor puller. The parts you need to order are:

PAWL - 321536 (£3.99)
SPRING - 321176 (£1.95)
GASKET - 947243 (£3.41) prices ex VAT.

If you want to change your pawl and want any help give me or Pete a call.

PROTECTING YOUR BIKE - FROM THE WEATHER

This is the time of year that we all need to take extra care of our bikes if they are going to survive till Spring. In case you have not noticed the local council are dumping tons of salt on the wet roads and if there are two things your bike hates it's salt and water. If you do not take action now your pride and joy will be ten years older by next May. The following may seem like an insult to your intelligence but please do not dismiss it until you have read it and said "yep I do all that"!

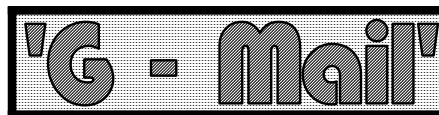
If you have been out in the wet wash your bike. If it's dark or you do not have time just sling a bucket of hot water over the wheels, engine etc. It will wash off a lot of the dirt and salt. Spray electrics and frame, forks etc. with WD40 regularly. Be careful not to spray parts you will touch when riding and hold a bit of card over disk and calliper when spraying near it. Oil all exposed linkages regularly, ie: brake and gear pedals, clutch and brake levers. And don't forget the stand pivot. Gear oil is best. Lube the chain before it begins to look dry. If it is very dirty you need to clean it but this is difficult. Do not use petrol, you should use paraffin or WD40, the problem is these do not evaporate so they tend to stop the chain lube staying on. I can highly recommend the Scott Oiler, it works just like the ads say, oil creeps in everywhere and throws the dirt off. It really does! No I am not on commission.

If you have disks, spin the wheels regularly to make sure the calliper is not sticking or seized.

The rear brake is most prone to trouble because it gets all the wet and rubbish. Grease all rear suspension links. Keep battery topped up and put some Vaseline on terminals and frame connections after cleaning off any signs of corrosion. If you do short journeys, or spend a lot of time in heavy traffic the battery will need charging probably every week. Don't forget it is very hard to bump a Nordwest in the snow. (It is very hard to bump a Nordwest on dry tarmac!) Engine oil can become contaminated with condensation especially if you regularly do short journeys, change the oil more frequently than recommended in winter. NEVER be tempted to use a jet wash to clean your bike. The high pressure water can penetrate things such as wheel bearing seals and force the grease out. The lube will get forced out of your chain and be replaced by water which can stay trapped inside an 'O' ring chain for a long long time until the chain rusts and seizes up. Electrical components, fork seals, swinging arm bushes and even your petrol tank could end up with water inside them so beware.

If you have Magnesium engine cases give them extra attention because they will corrode in fresh air, salt water can make them disappear faster than Paul Daniels. So, thoroughly wash and treat with something, WD40, wax polish, anything to keep the winter off them. You can keep the rust out of the corners of your frame with 'Waxoil'. You can get it from car shops in an aerosol, squirt it into inaccessible places and use a small brush where you can to make a good even coat. It kills rust and dries to a thick waxy covering that is very hard to remove.

† David Champion



I am getting several E-mail items these days so note the alternative

☞ symbol - Ed.

x Peter Myers

I'm a new member, bought my Gilera in June. Previously I owned a Yamaha FJ1200, which I could not fault, loads of torque, and surprising handling for a big bike. Low annual mileage (3000 miles a year), insurance, children, and a guilty conscience made me sell it and look for a sensible bike. But I bought a NordWest instead. One year old, pink and white, no stickers, what a fun machine, after getting used to the lack of bottom end (compared to the FJ), the unbelievable handling and superb brakes (now I know why the 'tank' is padded). I've done around 2000 miles and don't regret changing from the FJ. The only thing seriously wrong with this machine, is that they don't make them any more. The only other area of concern is that I'm starting to like the colour scheme. Do I need help?

Problems so far found on the bike are:-
Fuel tank thread cracked, fixed with Araldite.
Rear mud guard bracket cracked.
Horn stopped working.

Tyres used, Hi Sports, no complaints.
Petrol consumption around 50 mpg, using unleaded and super unleaded.

I have heard that other prestige one-make owners' clubs, such as Porsche, allow the membership to be transferred when the vehicle is sold, this adds value to the vehicle as you are selling it with a source of help and support.

This has already happened 'unofficially' a couple of times. What do other members think? Let me know - Ed.

☞ Brian Carter

Looking to go greenlaning. Not needing a full blown enduro machine for this task. Looked at Suzuki DR 350 and Kawasaki KLX 650. Both perfectly OK but something seemed to be missing.

Seeing Jack Lilleys advert in MCN for second hand RC600 thought my search was now over. With the look of a NordWest and the ability to go off road. Thought this could be a possibility. Telephoned enquiring about the RC motorcycle. They wanted £3000 for an 'L' reg and then they shocked me by offering a brand new bike for £3499 O.T.R. I was surprised that a new RC was still available.

Travelled up to Lilleys to see one in the flesh, very impressed with the looks. The only reports on the RC performance I could find was Phil Adam's 'RC600 v NordWest' and John Rushworth's 'High on Gileras', both in GeN December 94 Issue. With these descriptions of the RC I felt confident with my purchase.

I have now ridden 500 Km on and off road on the RC and my bike handles exactly as reported. My only problem is remembering which bike I am on especially at traffic lights because of the height difference or it could get expensive and embarrassing.

Extremely happy with my Nordwest and RC. Now I have the best of both worlds.

Thanks to Gilera, Phil Adams and John Rushworth.

☞ Roger Chilton

Just thought I'd better contribute to the Mag after getting a gentle reminder from Pete.

My Nordy is (was?) black and pink. The pink stickers were removed upon delivery of the bike (May '95) and now the seat is black too. I mean, who puts a pink seat on a bike in the first place?

Nordy now sports some subtle blue and yellow stickers. These include "558" and "Single Cylinder Urban Device". LUVVERLY. I've recently fitted a Bridgestone BT52R rear in place of the Hi-Sport (£30 cheaper). My advice? Spend the extra on the Michelin. There is still work to be done - silencer, yellow wheels (!), rear hugger, Scottolier, polished swingarm and engine casings - Honest.

I may have some strange ideas about what is tasteful despite having owned (amongst others) a Ducati, TDR 250, RGV 250 etc.. The Nordy is, without doubt, the stonkingest beastly thumper that I've ever seen. I bloody love it.

Re. Nordy starting problems. NONE 1- Choke, 2 - Push Button, 3- Go (The 'Captain Splodge' method)

Reading the accounts Tim and I both reckon membership should be £10 ! Unusual idea I know. Ask other members for feedback. The Mag could be improved (colour ?) or more tools etc. could be bought. It appears that only the tool hire kept 'GeN' going. Its just a thought. See what the others think.

OVER TO THE REST OF YOU FOR FEEDBACK - ED.

We need more meetings. Where was everyone yesterday? October 8th Great Northern Ride Out. Nothing in the Mag - no meeting place - no Gilera Ride-In. Now't. Just me and a bloke from North Wales. Didn't catch his name. If 'GeN' was there, no-one told me (and I have been reading the Mag don't forget). Sorry to complain. I'll try and contribute a bit more during '96 - honest. (How about becoming 'Runs Captain' Roger? - Ed.)

With regards to "I no longer have my bike..". Are you honestly suggesting people actually sell their Nordy for something else?

Gits. It shouldn't be allowed.

P.S. We need a proper write up on different exhaust cans. I.e. Gazelle, Arrows, FPM etc.

Love to all.. "Lordy. Lordy. It's Cap'n Nordy"

X Jay Phinizy

I got interested in Gileras a while back and saw this little 125 at an auction. Since then I have kept in contact with people in the states who have parts/bikes/bits, etc. 125s are generally prevalent over here; they are the "124 F1" models imported through Florida., which had 4 speed gear-boxes and 20 mm carbs. The "Sears" Gilera was a five speed with a 22 mm del'Orto and slightly higher gearing, which I suspect was kitted for our "highway" lifestyle. I wonder if the valves were slightly larger. Gilera did import a "racing" kit for the Florida model which incorporated - amongst other things - a different camshaft, springs, a megaphone, gears, a 22 mm del'Orto, a .95 or .98 main.

There was a "106" model and, I believe a "98" model as well as the 125s above. The odd 300 may have been imported.

Pat Guagenti, who lives on Staten Island, used to race the 125 down in Florida and recounted the fact that one trick modification was to put an 18" rim on the front. There is a fairly well known "classic racer" named Todd Henning. He grew up in Florida and remembers wrenching on Gileras when he was starting out. The 125 was a particular favourite because it was cheaper than the 160 (?) cc Honda and could be made to go rather quickly. Homemade racing cams were fashioned by back-grinding the cam to make the lobe more aggressive, according to Todd.

I shall write to Bob Wright regarding parts. Any thoughts on how to make the 125 a bit more sprightly would be appreciated. I am running a 98 main vs. the stock 85. It burns just beautifully. It has a 54 sprocket, 16 counter sprocket, and megaphone. There needs to be more punch in 3rd & 4th. I reckon that I'll have to change those gears. It didn't blow a bit of oil or smoke.

How about a photo of one of these North American Gileras - Jay or Bill? - Ed.

☞ Mark Gracey

Anyway, the best laid plans of mice and men - blah, blah, blah. I took the camper to Europe but not to Italy. Within 20 miles of the border yes, but not to FPM. Maybe next time. Tell you what was a bummer though, while you were all frying your tyres and foreheads in the sun I was in Switzerland getting rained on. Wrong summer to go abroad or what?

The Nordwest and I are cultivating our love/hate relationship nicely. Latest problem. The nuts holding the rear sprocket on to the carrier worked loose on a run, gouging lumps out of the swinging arm (luckily only a particularly large weld-bead, thank goodness for Italian ham-fistedness) and breaking the sprocket carrier in the process. To buy a new carrier I have to buy a sprocket as well. "How much?", I hear you cry, £160 all in. So I set about trying to locate a second hand one, but alas, second hand anything for Nordies are as rare as racing turkey kickstarts. Does anyone know of someone breaking a Nordwest? Please? Bob Wright apparently has someone going to Italy for a few to break, so fingers crossed. In the meantime I am going easy on the old carrier with 5 new bolts, not ideal but at least I am on the road.

On the road, tyres, I never got the Corsas but a guy in Belfast called Harry's tyres showed me these Bridgestone BT 90's, half the price of Hi-Sports and boy are they sticky. When they were still on the shelf they had the consistency of warm tarmac, lovely. But they aren't, shall we say, very long lasting, comparisons with one's first sexual encounter spring to mind. They're not 'Z' rated like the Hi-Sports or Corsas, but for a bike that won't cross 130 unless it's off a cliff, even 170 mph tyres are possibly overkill. Because they are 'V' rated they're quite light so the front suspension works a bit better (I think, I'm no expert) but either the weight or the profile sharpens the steering even more, so she shakes her head a bit more over fast bumpy corners. But like I said, for half the price of Hi-Sports (£130 the pair), I can fit a damn good steering damper out of the change. Does anyone know of a fitting kit for a steering damper for a Nordwest?

I changed all the fairing and mudguard screws for domed stainless steel allen-headed ones. They look

great and surprise, do not corrode. Correction, in bright light they look bloody marvellous. I had the exhaust bead-blasted and sprayed it with VHT paint from a local motor factors and its actually lasting better than the original crappy black chrome and looks OK too. I had one of those silvery cheapo plastic bike covers on it in the hot weather and it actually melted where it was touching any protruding metal.

I almost stoved in the side of a Peugeot 405 whose driver had decided the lane I was riding past him in was moving much faster. I thought I had avoided him, but gave him one of Paddington's hard stares. I think he'll use his mirrors in future. The bang when my leg contacted his door scared him somewhat from the colour of his face, but I'm afraid when I got I home I discovered a crack in my mudguard. I hope it hit his car on an expensive bit.

About the starter clutch, yes mine went and yes she was on synthetic oil, so she's due a service now, some different slippery stuff is in order, out of warranty so I'm doing it myself. Thanks for the warning about the timing belt too.

I know it is a bit of a square question, but are there any figures available for the numbers of Nordwests made, number in Britain, number in Ireland etc. ? I am sure owners of other models would be interested in some statistics on their own bikes. (I would guess about 250 Nordwests imported by Piaggio (UK) - but perhaps Benjy or David could enlighten us - Ed.)

Anyway I doubt if many members from this side of the Irish Sea make it to any of your meetings (if I'm wrong I apologise) but please don't take it as lack of interest. I for one would love to make it, but it's amazing the way ferry companies stick their arms into us Paddy bikers. I still love my bike, I still smile when I look at her parked up. I just wish my bike loved me a bit more. Merry Xmas all.

X Bill Irwin

I have a 1990 Anniversary model which is one of about 8 I have seen in New Zealand. In addition I have seen a red Saturno and another black (not Anniversary) one imported recently from Japan.

My Saturno was imported for use in the inaugural Sound of Singles championship in NZ and won the series in the hands of Graeme Sevicke-Jones who is now campaigning a Ducati 916. The bike had a full race kit but this was sold before I got it. My main use is day rides on the many lovely twisty roads that surround this area (Nelson at the top of the South Island) although I have done a 600 Km day on it (but probably won't again !). I have a BMW PD (1990) and an XR250 for long trips and trail riding respectively.

I am interested in obtaining a Nordwest motor for spares. Also wonder if the larger Nordwest alternator can be fitted to the Saturno as my only criticism is the lack of flywheel.

X Joachim Heller

What kind of tyres do Saturno drivers use ?

Since there are no more Pirelli MP7 available for the rear wheel I don't know what to use. In the dimension 140/70 I only got a Dunlop Sport Max I. This is awful !!! It seems to be very hard and slippery. On the front I use a Pirelli Dragon. That's it. But for the rear they only make a 150/60 and 160/60. Because they are not legal here in Germany, I had to find somebody at the German TUEV who is sympathetic with the problems of the owners of Italian bikes. (I need somebody who signs and stamps a lot of form sheets. That's the way things are done in Germany.)

Has anybody experiences with those types of tyres ? Is it possible to use the 160/60 on the original rim ? I'm fairly sure Andy Wallington has used a 160/60 on his Nordwest engined Saturno - Ed.

'Feedback'

First a question from David Frith : has anybody had rev counter failure and knows a fix ?

Exhaust progress report from Geoff Dawson:

My comments (GeN#6) in relation to exhaust colouring, or lack of it, have been analysed and found wanting.

The basic reason seems to be 'heat' from the 1st six inches of the silencer which cooks the 'preparation'. This leads in turn to further rusting. Overall the exhaust (within 8 weeks) had returned to the same dismal condition.

Attempt No. 2 [SPEREX VHT Paint for temp.s up to 315 ° C]

- Remove exhaust and strip back to clean surface, removing rust where possible, and previous paint.
- No primer is needed.
- Spray SPEREX VHT Engine Enamel paint in 20-30 minute intervals (drying time).
- Four coats and some 3 hours later - exhaust re-fitted and slowly cooked (30 minutes run in dry weather)
- Results so far have been better than previous method but 'rust' has now re-appeared (6 weeks).

Although it will last the winter - the same problem will need to be re-addressed in the spring ! No doubt the end result will be a stainless system and an interesting M.O.T. test in relation to noise levels.

NORDWEST LONG TERM TEST - YEAR TWO RESULTS

Year 1 - Synopsis

Mileage	- 7740 Km
Fuel	- 360.21 litres (£185)
Average	- 61 mpg
Insurance (F/Comp)	- £268
Services	- £72
Others	- £47

Year 2 (Costs + Details)

Total mileage	- 16,067 Km
Fuel/Ave	- 59.64 mpg (765.49 litres)
Insurance (F/C)	- £190.40
Road Tax	- £60.50

Services	8000Km - £102.45
	12000Km - £190.70
	16000Km - £87.50

Tyres

Rear (7740 Km) -	£112 (Hi-Sport)
Rear (15979 Km)-	£123 (Hi-Sport)
Front (10996 Km)-	£110 (Hi-Sport)

Chain - replaced	10996 Km - £80 (D.I.D.)
15 tooth drive cog	(11919 Km) - £25 (Pattern)
Puncture Repair	(13473 Km) - £25
Petrol - Year 2	(405.28 litres) - £219
	(4*, Premium VL mixture)

Year 1 = TOTAL COSTS	£572
Year 2 = TOTAL COSTS	£1326

Average running costs (excluding depreciation) is equivalent to **18.9 pence per mile.**

It is interesting to note that the increase for year 2 over year 1 includes an 8000 Km service at the beginning and a 16000 Km service at the end. Year 3 should see the average figure reduce to say 16p/mile.

One other notable point is that average mileage has fallen with the fitting of the 15 tooth cog.

All mileage 14 tooth cog = 60.74 mpg
All mileage 15 tooth cog = 56.69 mpg
(I reckon you must be riding it harder lately Geoff ! - Ed.)

All in all an excellent 24 months, now for the next 12 months.

† Geoff Dawson

TYRES

I have had several enquiries about tyres, particularly for Saturnos (e.g. see Joachim's letter). What do people rate best ? Can you go up in terms of size without drastically effecting handling ?

Nordwest owners seem to have experimented a fair bit with equipment other than the original Hi-Sports. Are the 'new' Hi-Sports better ? I intend to fit Dragon Corsas to the hillclimber ready to scrub them in on the road in the early spring. I will let you know what I think of them.

NORDWEST STARTING

No feedback must mean the Braham-Lishman method is a total success ! It certainly has worked for me every time. One variant suggested is to try leaning the bike over to the right while cranking, before resorting to draining the carb. Worth a try. The problem is that the draining procedure can be a bit messy. I must find myself a small container to keep handy so I can return the dregs to the cask so to speak.

REAR SUSPENSION

Whilst at the NEC show I called in at the EMC shocks stand. I knew that they had made up a rear unit for **James Hardy**, but was impressed to find that they were supplying one with ride height adjustment for someone at Performance Bikes. This seemed like a good idea for the hillclimber to set it up for hills like Gurston (fast and smooth with demon braking required) compared with Hartland (slow and bumpy). As I am going to remove the air-box to fit the smooth bore carbs, access to replace and then fiddle with the settings on the rear unit will be improved, so I decided to order one. Report in due course. I assume no-one has been successful in finding someone to improve the front end. If you know differently let us know !

✘ PSF

Tool Hire Scheme

I am sorry to report that the tool hire scheme has not been working very well.

A year ago I had the opportunity to buy a lot of Gilera tools at a good price, I paid for them out of my own pocket and offered them to club members free of charge. All I asked was the cost of postage. I hoped that people would use them and send them back in a few days but this has not always happened. I have had to chase several people to get tools back and some tools have not been returned. If you have borrowed tools from me and not returned them you will be receiving an invoice for them in the New Year. If I do not receive the tools or payment by return I will take out a small claims court injunction to recover the cost.

I am sorry to have to write this but I can not afford to buy tools and give them away. I am very sorry to disappoint the people who I have been unable to send tools to. I hope I will be able to restart the hire scheme soon and having learned my lesson I will have to ask for a deposit. I will let you know.

† David Champion

NORDWEST FRONTIER

Well, despite Nigel pulling out all the stops at the last two meetings of the season he couldn't quite keep the Suzuki GSXR1100 in its place. Our Ace had to settle for second place in the road legal championship although it went right to the wire at Hartland Quay in October. Perhaps even more impressive though was his fifth place in the open 750 class in his first year of hillclimbing on a road legal four stroke single. The weather continued to be uncooperative so far as Nigel was concerned with certainly Wiscombe and Hartland being dry.

I was reasonably happy with my performance at Wiscombe where I managed to stay in front of one of the TDRs during the class runs at least. Hartland was less successful. I had returned the rear wheel and fairly new HiSport to the blue bike where it belonged and was running on the very worn tyre which had done both the Morini and Laverda track days. Grip off the line was poor and despite the FPM competition silencer the motor seemed to be lacking a bit of edge compared with the start of the season - perhaps the slightly dodgy head gasket was having an effect.

Following the National Hill Climb Association AGM there was a meeting of all road legal class contenders to decide on the rules for next season. It turns out that there are quite detailed regulations including a requirement for machines to be taxed, and if appropriate, MOT tested. This will not present a problem for Team Gilera. After a long discussion it was agreed that (working) lights must be fitted. The ban on 'dual purpose' bikes continues, but it is accepted that Nordwests (and TDRs) are eligible.

Nigel is busily working on his secret weapon for next year which should cause some consternation in the 500 class.

† Pete Fisher

BOOK REVIEW

750 SFC by Tim Isles and Marnix van der Schalk

Hot off the press is the definitive story of Laverda's flagship, the legendary 750 cc SFC. Written by two of the mainstays of the International Laverda 750 SFC Owners Registry, this is patently a book written by experts for enthusiasts.

If you are readily satisfied by superficial research, the abysmal grammar and the infantile writing style of the 'shiny mags', then this is not an offering for you. But if you can appreciate a rare combination of an evident passion for a machine, a determination to resolve anomalies and an ability to relate the tale, then you will undoubtedly relish this private venture - by 'private' I definitely do not mean amateur.

The first three chapters are essentially technical, covering the production details of the drum brake models, their disc brake successors and the race bikes. The heart of the book, and, as a purely personal reflection, the most enjoyable, is the bike's competition history. From 1968 to 1975, SFCs were never far from the front in endurance racing and the exploits of riders such as Franco Uncini, Roberto Gallina, Marco Lucchinelli and Augusto Bretttoni (whose name will be forever associated with the SFC) are fully recorded - not to mention handsomely photographed.

And even the most dedicated Laverdisti will find some snippets revealed for the first time and a goodly number of previously unpublished photos - some being offered by the works mechanic Nino Caretta, whose boxful of personal shots was evidently dug out of the wardrobe during one of numerous fact finding visits to Italy by the authors. (Incidentally, this is not one of those books which has been written second-hand, by which I mean a regurgitation of previously published material. Wherever possible the authors have checked their facts by talking to

the men who mattered.)

The authors also touch upon use, maintenance and the availability of parts, plus broaching the controversial topic of replicas. Finally, the appendices cover homologation papers and gearbox details. The book concludes with eight high quality colour photos, including some excellent studio shots that may already be familiar to the dedicated Laverda buff and some mouthwatering race shots. That of the three racers lined up in the pits at Imola in 1973 is worth the price of the book on its own.

The details: paperback, 112 pages, over 100 b&w shots, 8 colour, quality paper, available for a modest £14 (in cash please) direct from Marnix van der Schalk, at B.L.F. de Montigny laan 219, 3055 ND Rotterdam, The Netherlands.

The SFC's is a story which needed telling; it has been properly told and recorded. The authors have evidently devoted much love and attention to this project, not to mention having risked their funds to publish it. The least you can do is buy a copy. You will certainly not regret it.

† Raymond Ainscoe

Not a Laverda, but our very own Nigel 'Stoppie' Windys the "Hill Climb Ace" as featured in MCN

THE SEARS ALLSTATE MOTORCYCLE OWNERS CLUB

William Murar a new member from Ohio writes:

I got your name from Bill Yasui of Canada. Bill belongs to my club. The Sears Allstate Motorcycle Owners Club. Sears is a large retail store chain in the U.S. and in the mid '60's they sold Gilera made 106cc and 124cc motorcycles. There are quite a few members that own these Gilera made bikes. The majority of them being the 106cc models.

I currently own some 106's, 2 124 Gileras (an FL and a Standard) and a 98 Giubileo. I have a small supply of N.O.S. parts for these machines as well as some used parts for sale. I also carry the following literature for sale:
 98 Giubileo parts list, Italian text - \$12
 98 & 124 repair & instruction manual - \$20
 B300 Extra parts list - \$12
 98 Giubileo use and maintenance instructions - \$12
 202 Super parts list - \$12
 124 Parts list, Italian text - \$12
 98 Country parts list - \$12
 124FL use and maintenance instructions - \$12
 202 Use and maintenance instructions - \$12
 124 FL parts list - \$12
 Sears 106SS Service/shop manual - \$20
 Sears 106SS Owners/parts manual - \$12
 Sears 124 5V Owners/parts manual - \$12

In addition to the Gilera stock, I also have Puch parts and literature. If any of the GeN members are interested in joining the Sears Club (Membership dues are \$20.00 for two years) or just want parts have them contact me. In the meantime. Please add me to your club roster !

WILLIAM MURAR
3060 STONEY CREEK
NORTH ROYALTON, OHIO 44133
U.S.A.

MEMBERSHIP LIST

All being well, if finances permit, I would like to publish the membership list in a better form with GeN#8.

One obvious improvement would be an index by machine type so that owners of similar models could get in touch with each other. Remember that even if a member does not divulge their address or telephone number in the list it may be possible to make contact via the Secretary. Now is your chance to let me have the details of your machine(s) if I don't already have them, and to let me know if your contact details may be published.

Meanwhile welcome to the following new members:

Elaine Barnes	Kent	SAT
David Frith	N.Wales	NW+ARC
Ronald Foreman	E.Sussex	B300
Rob Bushill	London	NW
Thomas Schostag	Germany	SAT
Colin Simms	Northumb.	AS125
Dick Brown	Norfolk	SAT-C
Mark Carter	Kent	NW
Malcolm King	Herts.	
Bill Irwin	New Zealand	SAT
Neil Ferris	Hants.	NW
William Murar	Ohio U.S.A	106/124/98

STOP PRESS

STARTER CLUTCH

Nigel Windys reports that a Ducati 888 or 851 Starter 'Sprag Clutch' will fit a Northwest. He is not certain on price, but it could be significantly less than for the Gilera original. He seems sure it will fit and function.

XMAS QUIZ

Test your knowledge of matters Gilera with this quiz - answers on page 20.

1) The winner of the 'Silhouette' category in the Rally dei Faraoni '91 seen here in a photo from 'Motociclismo' - name him.

2) On what date did Piaggio take over Gilera ?

3) From what engine was the first Gilera four derived ?

4) What does 'BIALBERO' mean ?

5) Which company imported Gileras to the UK in the days of the 'Arcore' ?

6) 1992 250cc Two-stroke V-Twin - what model designation ?

7) After breaking the magic ton TT lap in 1957 what speed did Bob McIntyre leave the record at ?

8) What was the 'Tarf' ?

9) In what branch of motorcycle sport did a Gilera have its first victory ?

10) What model ?

SATURNO TUNING PARTS

Ian Calvert passed on some vital information at the AGM for Saturno owners who want to go quicker. These are the part numbers for the factory tuning parts for the Saturno. I doubt if it is still possible to obtain these other than direct from Italy.

<u>Part No.</u>	<u>Description</u>
939838	Exhaust pipe (PIUMA)
939636	Clutch spring
939696	Rev limiter (8500 rpm)
939774	Pipe ??
315205	Clamp ??
328584	Water pump
939779	Cylinder Assembly (558 cc)
939437	16 tooth sprocket
939610	Exhaust camshaft
939612	Inlet camshaft
939634	Head gasket

He also confirmed the following valve timings:

SATURNO IN. 15/41 EX. 44/9
 NORTHWEST IN. 12/48 EX. 36/26
 XRT600 as Saturno
 RC600 '91 > as Nordwest
 PIUMA IN. 12/56 EX. 47/21

(All with 1mm valve clearance)

John is constantly developing the Gilera Network World Wide Web pages on our behalf. They now feature our very own Bulletin Board where messages can be posted for other on-line members to respond to as well as a list of email addresses for Gilera enthusiasts. You can even download some software for performing tuning and gearing calculations.

Several new members have learned about us by this route and our coverage of the globe continues to expand. **Bob Green** is also involved in 'bikes on the net'. For news on Sound of Singles events next year check out.: <http://www.ionet.net/~jhanna/UKmono.html>

A list of Gilera owners can also be found at: <http://www.ionet.net/~jhanna/owners.html#gilera>

XMAS QUIZ ANSWERS

- 1) Roberto Mandelli
- 2) 29 November 1969
- 3) Rondine
- 4) 'Double Knocker' - twin OHC
- 5) Douglas of Bristol
- 6) GFR - the works racing 250 version !
- 7) 101.12 mph
- 8) A record breaking car built by Piero Taruffi with a Gilera four engine stretched to 550 cc
- 9) A hillclimb - Como-Brunate 1909
- 10) CX 125

Enclosed with this issue of 'The GeN' you will find **Campaigner 5** a newsletter from the BMF. This is a trial to test your reaction. Let me know if you think that further issues should be distributed. The publication date coincides reasonably well with ours. It is a good way of keeping you in touch with what the BMF is up to.

The premier BMF event is of course the BMF Rally in May. Next year this is on Sunday 19th May. A new departure from previous years will be a special MEMBERS PRIVILEGE DAY for BMF members only on Saturday 18th May from 12 noon until 5 pm. This will give members the opportunity to 'browse and buy' at the 700-plus stalls in advance of Sunday's event without fighting through the crowds. There will be no displays in the main arena, or a concours event. Members of affiliated clubs will also be able to attend the MEMBA RALLY from Friday through Sunday.

Entry costs are BMF RALLY Sunday £8.00 (£7.00 BMF Members), PRIVILEGE DAY £7.00 BMF Members only and MEMBA RALLY £14.00 BMF Members only.

We will almost certainly be having a club stand and **so here is a plea for help.** I have the chance to ride in a hillclimb on the Isle of Man that weekend so probably will not be able to attend the rally. The chance of riding even just a small section of the TT course (from Stella Maris to past the Gooseneck) on closed roads is too good to miss ! So if anyone is available to help David set up and man the stand please get in touch. There will be some complimentary passes available so you will also get free admission !

To give other clubs and everyone visiting our stand a good idea of the whole range of Gilera machines represented in the Network it would be really great if some classic machines could be on display as well as a complete set of 'modern' models. Give David a call if you can assist in any way.

✂ PSF

Bob Wright advert

WHERE TO GO - WHO TO KNOW

Useful Names and Addresses

MEETING AT SHOREHAM

Last time I told you about the monthly Italian Bike meeting at Shoreham airport. Only one problem... It is on the SECOND Tuesday of the month not the first. I am really really sorry I got it wrong. About thirty bikes turn up at the main airport building on the SECOND Tuesday of every month. Check it out.

✂ David Champion

BOB WRIGHT HAS THE FOLLOWING GILERAS FOR SALE

125 Arcore1974 with V5 £750
150 Sport 1968 with V5 £950
125 Turismo Sport 1957 for restoration £750
98 Giubileo 1961 for restoration £495
125 Strada 1967 for restoration £350
125 Strada 1967 for restoration £350

1992 CX 125 Full Power 100 mph £2,000
NEW MXR 125 Full Power £2650

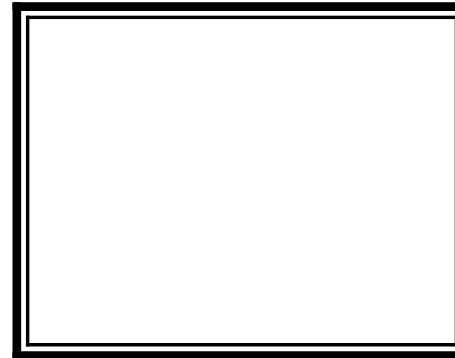
See Bob Wright Motorcycles advert inside front cover for address and telephone number

Road Tester's Gem No. 5

Original Saturno's swing-arm looks like Ken Dodd's

swizzling stick but the bike is no slouch on the twisties

Fast Classics



Ian Calvert aboard his amazingly quick Saturno



Nordwest negotiating 'Ashes' -
Gurston Down Hillclimb May 94

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

MUGS

Positively the last chance before I call it a day with these. Delivery now promised for February ! No-one else will do such a small run at such low cost.

As compensation, everyone that has a mug on order will receive a free pair of Network logo stickers when they are finally delivered.

As a special Xmas gift everyone should have recieved a 'Racing Team' sticker with Gen#7

The GeN ISSUE #8

Whats coming in the next issue

- Northwest Frontier - Gilera Hillclimb Team '96 preview
- More Faults and Fixes, Feedback
- Top end rebuild - the FPM 604 barrel goes on (hopefully)
- Classics corner - please send me a photo of yours !
- Provisional 1996 Gilera Network events calendar
- More 'Road-tester's Gems'

Closing Date for Gen#8 29th february