

Editorial

This very first issue of 'The GeN' is brought to you with the kind assistance of Piaggio Limited, who have helped us by posting it at their expense to all Gilera owners recorded in their database. This has given us a tremendous opportunity to rapidly build up membership. We hope you will like what you see and return the enclosed application form with your first subscription !

Why a network ? It has to be recognised that unless Gilera production is started again we are unlikely to ever have enough members to be a one make club in the usual way with local sections. What is achievable, is a network via which we can exchange information about all aspects of Gilera motorcycling.

Technical information is always of interest to the riders of any motorcycle. Once a marque goes out of production it becomes even more vital. This newsletter will provide a way of keeping in touch with the experience gained by others and to share your knowledge with them.

You will also get to hear about the exploits of Gilera enthusiasts, whether racing, touring or simply enjoying riding their machines. Although at first we expect most of our members to be those with 'modern' Gileras, we hope to attract the support of owners of older models such as the original Saturno and the 150 Arcore.

Thanks to contacts with the Morini Riders Club, Gilera Network members will have the opportunity to attend their track day at Cadwell Park on 8 July, either to try out their bikes or simply to spectate and meet up with other Gilera enthusiasts.

Do join us, and get all the 'gen.' on Gileras in 'The GeN' !

Interim Aims and

Now read on

Objectives of The Gilera Network

Aims

- The aim of the association shall be to promote the interests of Gilera motorcycle owners, riders and enthusiasts in the United Kingdom in accordance with the rules of the association.

Objectives

- Publication of a quarterly newsletter to all members of the network and other appropriate bodies
- Maintenance of an archive of technical information concerning Gilera Motorcycles
- A continuing dialogue with Piaggio Limited regarding the future of Gilera Motorcycles generally and in particular warranty or spare part availability problems.
- Communication with other one make motorcycle clubs and other appropriate bodies to promote the interests of Gilera motorcycling

POWER - MORE - POWER

It's nearly three years ago now that I saw the Saturno tested in Performance Bikes. That was it, I had to have one. Approaching 40 and 33 bikes later I had a picture in my head of what my perfect cafe racer was. Whilst in the Navy I had a ride on my friends DBD 34 Gold Star and that converted me to singles. It took over twenty years for someone to make my idea of a modern single

with brakes, reliability and handling. The Saturno fitted the bill and up to then I made do with a Royal Enfield Continental G.T., SR 500 and a SRX whilst wishing I had bought my brother's Spondon framed 350 Ducati single. I missed purchasing the one RUMI Supermono I was aware of in U.K. and a Gilera PIUMA was hard to locate although I heard John Surtees had one. Anyhow they were outside my budget.

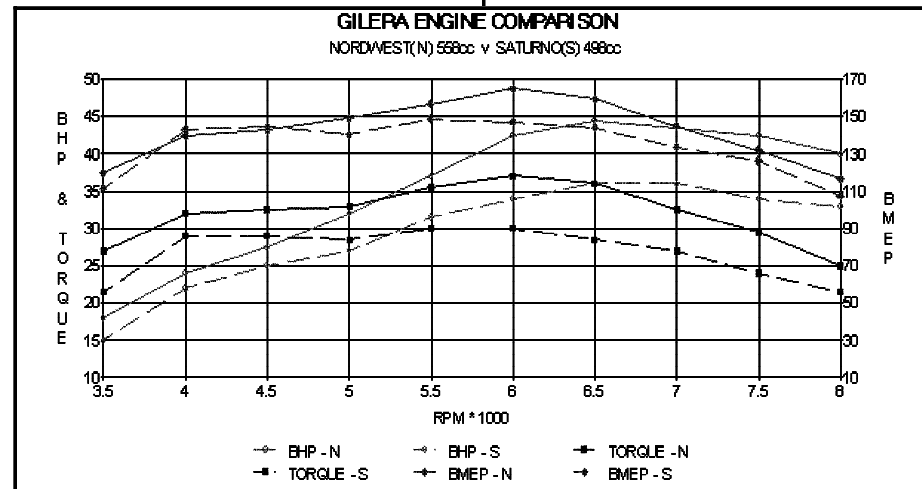
I settled happily for one of the last 17 Saturnos being sold by Three Cross. I knew from the articles I read it probably didn't have the power I desired and was already planning mods. What I ideally wanted was the power to weight of a Seely G50 - about 50 b.h.p at the rear wheel and around 285 lbs.

I dyno tested my standard Saturno after about 3,000 miles at Specials in Glasgow and got the results below which are plotted against a standard Nordwest run on the TTS dyno. The figures for the Nordwest are taken from a magazine. Both are rear wheel figures. I liked the idea of as few mods as possible to the motor to get the power I wanted. The 'Kit Potenziamiento' for the Saturno No. 939819 from Gilera was expensive at £1,351 plus VAT and the one from Gia.Ca.Moto in Italy with

imported and bought one, having decided to modify the frame to accommodate the Keihin 35mm CR Smoothbores. The Saturno engined Nordwest was sold after having fun on the standard bike first for 1,500 miles.

The only other work was reducing the inlet valve and exhaust valve sizes as the valves as standard seemed to mask the gases with the standard seats. The seats were fully radiused, the inlet guide made flush with the port and the port size matched to the smoothbores. Martin Sweet of Slipstream Tuning carries out this type of work however I chose to use Mike Hatherhill to compare approaches. With a slightly more radical tune Gary Rowe who races a Nordwest has over 60 b.h.p. at the rear wheel. His sponser Gerald Martin hopes to be able to supply cams and variable timing pulleys, which are currently being proved.

Sadly I don't know what power I'm getting from the 'Norturno', it feels like 50 b.h.p and now lifts the front wheel or at least it did until I dropped a valve. it could have been the valve seat, it is so difficult to say the exact cause. The price of repairs was around £900 or £1,700 for a new barrel, piston and head, what a mess. After



a 100mm piston at approx £700 seemed more reasonable yet there was some doubt on piston life.

A more obvious route was to fit the Nordwest motor to the Saturno. I waited until they were

crawling to my friendly bank manageress, another new Nordwest has been bought. Martin of SuperSport of Rotherham who bought the rolling chassis is putting a CBR 600 motor in it. I asked him what he wanted the chassis for, when he told me for wheelies quite matter of factly, I didn't

doubt him!

Other mods apart from the ridiculous ones to my bank account are some polishing, a Daytona steering damper (after a nasty tank slapper which bent the steering stops) and the fitting of Hi - Sports 'A' compound the sizes being 160/60 and 120/70 recommended by Rob Whitely at Michelin. An Elliot electronic tachometer finishes the bike off or at least it will do once rebuilt with the standard Northwest motor. Looking forward to meeting other Gilera enthusiasts at either Cadwell or Knockhill for our track day.

† John Rushworth

GILERA GRUMBLINGS

Well, the only grumble I have is they don't make them any more.

As Benjy's partner in Weevee (I was once introduced by Benjy to a friend as "Benjy's sleeping partner"...!) I was lucky enough to belong to the Victor Kyam school of motorcycling. You know, "I liked it so much etc. etc.", and had the pleasure of owning one of the first grey import "pink and black" Nordwests in the UK. I think I've got MotorCycle International to thank for the first sight of a picture of a Nordwest and remember falling for the great concept and stunning looks. Up until then, I'd never been a great "supermotard" fan (well, apart from cheering when Eddie Lawson won the Guidon d'Or in, I think, 1989) but that was about to change!

The machine was used as our demonstrator and was due to do the rounds of the press. One of my first rides was from London to my in-laws on the South coast, involving a great blast along the fast "A" and "B" roads through to

Romsey, Ringwood and the New Forest. This set the scene nicely as I was pleased to see the Nordwest would pull an easy 160k plus (I think the best I saw was something like 110 mph along the A303) and this with a motor that had less than 500k's on the clock!

The Manx was the next blast and that was pretty fraught! Vince Bennett was racing his OW01 in the Senior GP and I had volunteered as pit crew for raceday. After an early morning start, Heysham was the target for an afternoon sailing. I had "borrowed" a pair of throwover panniers from the shop and packed all my worldly goods (well, the odd change of clothes, shaver etc.) and headed off for the ferry. "My" route to Heysham from London is borne of an ill spent youth going around the country side spectating at race meetings and involves passing Silverstone, Mallory Park, Oulton Park and Three Sisters on the way to Heysham. Fine biking roads abound and the Nordwest was great fun. The Pirelli MT60RR's were terrific (better than Hi-Sports?) and hung on well between the stops for petrol every 80 miles or so.

Pulling away from a set of traffic lights the bike started to slow a little and being the mechanically sympathetic rider I am I nailed the throttle hard to see if it would clear. It wouldn't pull more than about 70 or so, and then I decided discretion was the better part of valour and I'd better pull in. As soon as I stopped, great clouds of smoke engulfed the machine and I thought "Oh dear!" as I tried to think how to explain to Benjy that the first Nordwest engine rebuild was going to be sooner rather than later.

When I stopped to look, nothing seemed to obviously be wrong with the engine, but something was very wrong with the back of the bike. Several pairs of underpants were jammed between the swingarm and the wheel and tyre and the left hand side of the tyre had melted!

The exhaust had done a terrific job of melting the plastic throwover pannier and my clothes had escaped through the gaping hole. The lucky ones were strewn for several miles along the A6 whilst the more unlucky ones had lodged between the swingarm and tyre. After five minutes of backtracking I had found only the

remains of my shaver and decided I should give up the search for the clothes and press onto the ferry. News of my trouble had gone before me as even the ferry purser had said "oh, you must be the lad who lost his clothes on the A6" as he surveyed the sad remains of the pannier as I mooched round the ferry looking for a seat!

The Nordwest on the Island was great fun. Things got a little lively over the mountain, which we later discovered was down to a misplaced headrace seal, making the bearings a little on the loose side! The journey home was even better as I was in the company of some time singles racer, Richmond Smith, on his 350 LC Yamaha. I (reluctantly) swapped bikes for part of the ride home and couldn't wait to get back on "my" bike! Richmond was very complimentary about the Nordwest and I proceeded to repay the complement by disappearing at a rate of knots along the A5 and A413 and then periodically waiting for him to catch up!

A singles race at Brands Hatch was next on the agenda, with preparation being limited to a set of sticky Dunlop KR364 radials, number plates and a drilled sump plug. Practice was horrible with the track being wet (I should have left the Pirelli's on!) and the race itself interesting, if for no other reason than it showed me how rusty I am at this track racing business! I finished in the mid field ahead of a racer called Bruce Stevenson (who I had last raced against in 1980!) on his Honda racer and there was very little difference in performance between the two! It amazed me how a standard street bike could keep up with "pukka" racers around Brands Hatch, and is much more of a complement to the machine than ever to me! I would love to try a "warmed over" Nordwest (Gary Rowe, are you out there?) as I'm sure the cycle parts could take some more power... Now, if only I had bought that Piuma....

Eventually, the bike was sold after it had completed all the rounds of the press, had been raced around Brands Hatch and had been brought to a halt by several pairs of underpants! Without wishing to start a boring old farts discussion about the merits of the Pink and Blacks against the Blue and Silvers, I do prefer the "early" ones to the later ones I've ridden. There's something special about the bikes and the

way they perform. Like I said at the beginning, the only grumble I have is they don't make them any more!

† Paul Hocking

NordWest Frontier

Why did I get a NordWest ? Mainly because it is the nearest you can get to an 'off the shelf' hill climb bike. Before I go any further I should explain that I mean 'Speed Hill Climbs' of the Barbon Manor, Wiscombe Park Hartland Quay variety not the 'Widowmaker' dirt freak hill climb type you may be thinking of.

The most successful machines in this specialised branch of motorcycle sport tend to be moto-x bikes fitted with road race tyres. Having ridden a Husqvarna 510 with suitably lowered suspension and Avon Club Racing tyres for a while I realised what fun a similar machine with better brakes and proper lights would be for the road. I had seen a Saturno on the Isle of Man in 1990 and had been tempted by it as a replacement for my 375 Morini. My next sighting of a Gilera was of a NordWest parked at the summit of the Passo di Stelvio in the Dolomites - very interesting ! It was not until Mad Sunday 1993 however that I came to ride one. Unable to visit the Island, Robin Sims (another hillclimber) and I went for a ride into the Shropshire hills as displacement activity. Robin had not long acquired a NordWest and we swapped bikes for a while. After the plank hard ride and peaky power of the Morini (the 375 motor has a 'race cam' and big carbs, and

is fitted in 250 cycle parts) the NordWest felt weird but promising. Oodles of mid-range grunt, obvious handling potential, and those brakes !

After much soul searching I took delivery on 1st August. So far as I am concerned this bike has to be the best fun on two wheels. A Fireblade or big Duke would be just too fast for me to enjoy without constantly scaring myself witless. A trip to the Manx proved that except on the wide open spaces across the mountain the NordWest was quite able to keep pace with far more powerful machinery. Hitting the rev limiter going down from Kate's to The Creg gave me a moment as my first thought was of a dropped valve and a change of gearing is definitely called for before the next IoM trip.

NordWest aviating the front wheel off 'Deers Leap' at Gurston Down Hill Climb

Whilst overall I can not think of any bike I would rather have there are some criticisms. The suspension leaves something to be desired. The WP forks and Ohlins rear unit of the Husky have probably spoilt me but the NordWest is very unhappy over certain ripply or bumpy surfaces and is hard to hold on line. The front heavy weight distribution suits me in some ways as I consider wheelies only create drag and make it difficult to steer. However, the steering at low speeds takes a bit of getting used to. OK if there is plenty of grip and the power can be got on really early but rather inclined to 'tuck in' otherwise. Grabbing the next gear when approaching the rev limiter can be a problem - you tend to get 'stuck' in the same gear until you shut right off. Full bore standing starts seem to put the engine shock absorber into overload. It feels almost as if the chain is jumping the odd tooth ! Combined with the lack of weight over the rear wheel this makes quick starts in the wet very difficult.

This latter quirk was discovered at Prescott Speed Hill Climb where I gave the NordWest an outing to evaluate potential in the road legal class. Conditions were atrocious until the last run and my times in the wet were fairly

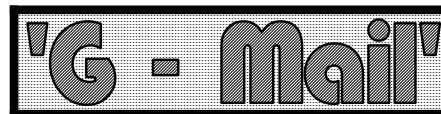
respectable for a fully road legal machine getting within 3 seconds of the eventual 750 class winner. Once the track dried out however the power to weight disadvantage on what is a fairly 'slow' hill showed up against the hill climb specials. A poor last run marred by start line

snatching and gear baulking of 64+ seconds compared to a personal best on the Husky of just under 57. Given four dry runs and tactics to cope with the transmission problems I guess that a sub 60 second time should be have been possible against a 750 hill record of 50.08.

Gurston Down was much more encouraging. Even though still overgeared for what is probably the 'fastest' hill, I managed to get within 2.5 seconds of my personal best. The gear baulking certainly didn't help - you don't want to be watching a tachometer when there is a very narrow 'flat out' sweeper to be negotiated. The NordWest was very stable through 'Hollow' and reached virtually the same speed at 80 through the trap there as the Husky, but as I was taking top only just before the lights the best I could manage through them was 78. Best time was 41.28 - about 6% off my best (but over 20% away from the 750 record !).

It looks as if with suitable gearing and a little judicious tuning some fun could be had in the road legal class at the longer smoother hills.

† **Pete Fisher**



Thanks to all those who wrote in response to our initial letter. There were so many replies that they can not all be included in full. Here are some extracts:-

"I purchased my Nordwest (1st Aug 93) from Kens Motorcycles at Newcastle-upon-Tyne (not 'under-Lyme') and to date my only problems have been winter-starting linked in the Datatool Alarm System. Problem - solved after a lot of heartache was traced to a faulty battery."

☞ **Geoff Dawson**

"Tech Tip. My Nordwest lost power over 4000 revs so I thought it was one of the carbs. It turned out to be a short in the plug cap. Me. I had a 1968? Gilera 175 Rossa extra as my very first bike. There were 125s too I think. After many makes, now back on Nordwest. I would like a new-style Saturno too, so if you know of one for sale... Has anyone a bigger fuel tank for the Nordwest ? After a 6-gallon Commando and a 5-gallon Trident it's a bit small. I don't want to bungee a petrol can to the carrier !"

☞ **Ken Watson**

"I am looking to replace the Michelin Hi Sports with Pirelli MT60 RR full - wets if they are still available. I would be interested to hear of any views on the suitability of other alternatives such as Metzeler MEZ1's or Pirelli Dragons compared to Hi Sports. As the Nordwest is my only bike apart from an old DT175, for the bad weather, I am particularly interested in making the bike more comfortable for travelling long distances (300-500 miles with luggage). Although the seat isn't bad, after 100 miles or so the old numb bum sets in. I would be interested to hear of

any ideas for improving comfort - for instance, would raising the front forks by about 1/2 inch make any difference to the comfort or affect the handling adversely, or are there any companies who could re-pad the seat with slightly softer foam and make it less sloping ? Also for travelling with a tent and some luggage, I would like to fit a frame for carrying some throw-over panniers which will prevent them from scratching/bending the plastic fairing and burning against the exhaust. Has anyone already done this successfully ?"

☞ **Phil Adams**

"No real problems experienced so far, only assembly defects, e.g. the bottom water hose clips on both radiators not tightened fully causing loss of coolant at a slow but significant rate.

I expect most owners of Nordwest's will have found out the following facts but just in case here they are anyway.

Spark plug replacement

No-one has even heard of the Champion plug fitted as standard. NGK equivalent is DPR9EA-9 or more expensive DPR9EV-9. Beware get a tube spanner to fit the NGK before you try to fit it because the hexagon on the original Champion is smaller. Much frustration if you don't.

Oil filter

Available from Halfords and other outlets for Renault models R4, R5L, R6L and R8 Gordini type R15.

Centre Stand

For wheel removal available from Maldon Motorcycles @ Approx £95 not cheap but better than bricks.

Other items

Speedo cable outer is worn away by the Floating disc fasteners. A cable tie around the top rear fork lug will pull the cable away from the disc. Some cables under the petrol tank, have the

harness supported on a tab by one wire, it's worth the look before it chaffs through.

With some rerouting of cables inside the right hand electrical box, it is possible to move cables from the bottom of the box to the top, thus moving cables to a cooler area, away from the exhaust pipe. Don't know if the original position would be a problem but I'm not going to wait and find out.

Items of use to me and probably others

Still trying to identify an air filter, that is available easily.

A step by step guide to cambelt replacement, with pictures if possible, the workshop manual is a bit vague as regards this work. Also the belt must be available from a transmission supplier somewhere."

☞ I Carr

"Yes, I would be interested as I am very happy with my Saturno and would like to keep it as long as possible. Shared news as you suggest sounds fine. I can't come to Cadwell as I shall be elsewhere unfortunately. A list of owners' names and addresses might be handy."

☞ Richard Norris

"....Enough was enough, I had to have a Fireblade, and went ahead and re-mortgaged my house to buy one making me the the present proud owner of a 94 model 'Street Tiger' which is a fabulous piece of machinery. However, on real roads even a bike like the blade can be a hand fill, yes its great on nice sweeping bends and long straights but where I stay we have some twistlers that only a very agile machine could handle safely.

In steps the Gilera Nord West. Much to the astonishment of those around me, after getting a shot of one, I bought the last new one available in Scotland and I can't keep my backside off it. Frankly, it's the best fun I have ever had on a motorcycle (apart from that day with Norma). As you will imagine, I am now skint but happy. I don't have any tuning or riding tips for other Gilera owners, other than don't subject a Nord West to a power washer if you want to retain all

those nice little stickers they put on in the factory. Now there's a point. Only Italians could come up with a street hooligan like the Nord West, and give it that name, cover it in stickers that say 'electric start' or 'round the world'. They should have called it 'Jaws' and painted teeth on it."

☞ Derek Stewart

"For your records (if they don't already show it) I am a recent convert to a NordWest and while it is mainly used for pleasure, I may enter one or two races on it.

It's first outing will be at Silverstone on 26 May for a MCN track day."

☞ Nigel Lee

"My Saturno was the test bike for the press, so it's one of the first produced. I've done 20,000 km on it and have had my fair share of problems securing parts, but have also got to know the bike well and how to look after it. One thing that may be useful for other Saturno owners to know is that I recently got M&P to make a copy of my original screen and it is now included and listed in their range. Their screen costs around £35.00, as opposed to around £90.00 for the original !

☞ Claudia Cruttwell

"Please feel free to pass on my number (0628 475460) to anyone who might be interested in buying my Saturno."

☞ Nigel Timms

"Tyre wear has been rather high, now on my sixth rear cover and third front, the Hi-sports (original) are without doubt the best but I could wear the shoulders and edges off in 1500 km

while the centre tread was still good. I tried Dunlop Sportmax which changed the whole characteristics of the handling, terrible tyres, felt nervous and skipped over cats eyes. I am now on Pirelli MP7, standard on the front and racing on the rear, almost as good as Hi-sports and at Carnells at least, half the price ! Chain wear I have also found very high only about 7000 m on 'O'-ring chains. Mechanically I have not had too many problems, it used to use coolant when new but after tightening up the loose jubilee clips to no avail, half a small pot of rad weld fixed it. I had a left-hand fork seal go at 25000 km - I changed both of course (20-50 sae oil) and a rear wheel bearing collapsed at 30,000 km, that certainly affected the handling ! I have done long rides on it, London - Brusells about 5 times last year, it is a shame the seat is uncomfortable after about 120 miles, never mind it is so brilliant in other ways I can forgive it (after the numbness in my backside has worn off !!!)."

☞ Brian Hamer

Looks as if you have already been able to answer some of each others queries and give people plenty to think about. This kind of information is what the Gilera Network is all about. Lets hear from as many of our members as possible ! Pete Fisher

Thanks to contacts in the Morini Riders Club (particularly Paul Hocking, Vince Bennett and Arthur Farrow) Gilera Network Members have a chance to try their bikes round Cadwell Park Circuit, or just turn up on Friday 8th July to watch and meet other Gilera enthusiasts.

Any one who has been to a MRC Cadwell Thrash will know what a great day is had by all. There may be one or two mega bikes around, but the



faster Morinis are well matched to share a track with Nordwests and Saturnos. One Benjy Straw also surprised a few people with the performance of the press and demo GFR last year!

Rumour has it some interesting machines may make an appearance. If you want to ride, you will need leathers, although it is possible to hire them for the day. Machine preparation is not to full racing standards (i.e. no need to wire sump plugs), but facilities will be available for taping light glasses and wiring stands.

If you want to ride, send your Gilera Network Application form back quickly so that I can send you regulations and entry form for you to enter as a friend of a Morini Rider (i.e. me !). If you enter before the end of June it will cost you £40 rather than £45 !

Inaugural Meeting

Sunday 10th July

The Morini Riders Club have also kindly allowed us to make use of their marquee at the Three Horseshoes, Goulceby on the Sunday morning after Cadwell.

They will be holding their AGM on Saturday, but we are welcome to hold a meeting for a couple of hours on Sunday from about 11am.

This will not be a very formal general meeting as such, but an opportunity for those who could not get to Cadwell on the Friday to get together with other Network members for the first time.

We have to be finished by lunch time so that the site can be cleared up, but no doubt discussions can continue in the pub !

Camping is available on site for £2 per night , and the pub serves food and Real Ale.

If you are going to attend (and in particular camp) it would be helpful if you could tick the appropriate box on your application form so that I can give the MRC organisers some idea how many of us to expect !

- ② Put the date in your diary now !
- ② Sunday 10th July 11am
- ② Three Horseshoes, Goulceby, Lincs. (off A153)
- ✂ Pete Fisher

FAULTS AND FIXES

Even the best are not perfect

One of our main reasons for forming the Gilera Network was to keep as many owners as possible informed with as many useful facts as possible. Every bike that has ever been built has something that is not quite right about it. Gilera designs all seem well sorted so there are no major problems that have come to light but some little things have shown up, most are easily remedied.

SATURNO

- 1) **Fault:** The cooling fan shroud can touch the back of the radiator. In time this will cause a leak.

Fix: Remove the tank to get a clear view of

the fan, you need to be able to see a clear gap (1-2 mm) all the way round the fan shroud. If it is touching the radiator anywhere slacken the mounting bolts and move it away, the holes the bolts pass through are slotted. You may find that you can not move it away enough, if that is the case, remove the fan unit and trim the offending area with a "surform" or coarse file.

- 2) **Fault:** The side stand fixing bolts come loose/fall out.

Fix: Remove the stand and check the mounting faces are clean and flat. Refit the stand with "Locktite" on the mounting bolt threads. Check the stand regularly.

- 3) **Fault:** Starter motor bolts work loose.

Fix: "Locktite" on the bolt threads. Check occasionally.

- 4) **Fault:** The tank tubes may be able to roll from side to side enough to touch the frame tubes, so chipped paint and possible tank leak.

Fix: The problem is the rear mounting rubbers. Remove the metal tube spacers from the rubbers and check their lengths. If one is longer file it down to the length of the shorter, this should solve the problem.

- 5) **Fault:** The rear suspension linkage gets all the bad weather.

Fix: Put axle stands under the foot rests to support the bike with the rear wheel just clear of the ground. Take the weight of the the wheel/swinging arm and remove the bolts from the rising rate link (the three point bracket attached to the bottom of the rear suspension unit). Grease thoroughly and replace. You should do this every six months.

- 6) **Fault:** The seat retaining lugs snap off.

Fix: There is no easy solution but if you want to do something about it write to

David Champion (with an SAE) and he will send you a drawing of how to make metal reinforcing brackets.

NORDWEST/SATURNO/RC600

- 7) **Fault:** The rear (long) engine mounting bolt can easily seize in place.

Fix: Remove the bolt, clean and grease thoroughly; you may be glad you did this one day.

USEFUL GEN

Suitable Oil Filters

The oil filter used on these bikes was commonly used on older European small cars particularly the Renault 4 800/850 through the 1970's and 1980's. The following is a list of makes that we know will fit:

| | |
|-----------------|---------------|
| Champion C116 | Techocar R-15 |
| Fram PH2874 | AC-Delco X13 |
| TJ Filters 5300 | |

The Motoquipe filter is a larger diameter and will not fit.

Tappet Adjustment

The tappet adjusters are conventional, but limited space means you need a special tool to hold the adjuster screw while you tighten the lock nut. A tool is available from Gilera at a price, but you can make your own quite easily, you need a 6mm box spanner for the lock nut, and a screwdriver long enough to work through the middle of the box spanner for the adjuster. Because the screwdriver is through the box spanner you can not use a tommy bar so find a ring spanner that will fit over the hexagon of the other (non 6mm) end of the box spanner. Set the engine at TDC by the mark on the alternator and check the clearances. You will need to curve the feeler gauge to get it under the cam.

Inlet = 0.05mm. Exhaust = 0.10 mm. cold.

BUILDING THE PERFECT BEAST

SATURNO

When Gilera designed the Saturno they did not give too much consideration to practical every day use. They were far more concerned with the fun factor. I have owned my Saturno for three years and in that time I have made a few modifications to improve its practicality. The first thing that any new owner will notice is the lack of luggage carrying capacity. To help this I fitted a small rack to the top of the seat hump. The rack I used was an old Triumph tank top rack which I had powder coated black. It is just the right size and shape and looks as if it was designed to fit the Saturno.

The short front mudguard means stones can get thrown on to the radiator. I found that the Gilera GFR 125 radiator stone guard is a perfect fit and only needed some simple brackets to be made to hold it in place.

The lack of a full length chainguard means no matter how carefully you lube the chain with anti fling lube the left hand side of your bum gets a bit greasy. I fitted a Northwest chainguard without too much difficulty. It would be too lengthy to give all the details here but if anyone is interested in doing this modification send an SAE to me, David Champion, and I will send you as much information as I can.

Because of the oil splashing I would not recommend fitting a Scott oiler without a chain guard. Yes I have fitted a Scott oiler, that funny oil they use is chain saw oil.

A stone went through my original head light so I took the opportunity to improve the light output. I got a complete 60/65 halogen light and shell from a BMW R80GS (£70 second hand). It fitted straight in, I only had to change the electrical connectors to suit the Gilera.

None of these modifications look odd or out of place on the bike and they all make it a bit more "user friendly". Is all this really necessary? Well I think so but make up your own mind. I use my Saturno quite a bit. It has been on track days, camping rallies and a two week camping trip to a rally in Czech Republic (yes I travelled light).

**HELP...HELP...HELP...
HELP...HELP...HELP...
HELP...HELP...HELP...**

We hope to be able to keep passing on useful tips and info but we will need your help, so please if you have anything you think could be useful drop us a line or better still write a short article. Thanks.

† **David Champion**

STOP PRESS !!

GILERAS IN THE SINGLES TT

You may have seen the item in Motor Cycle News about the Gilera Piuma to be ridden in the singles TT. Ilkley Racing entered the very rare machine owned by Raymond Ainscoe, with former Manx GP regular Mick Noblett as rider.

Problems in practice with the rear suspension were sorted by Maxton, and the help of our own Gilera Network Treasurer John Rushworth was invaluable in tracing an electrical fault.

Despite having to nurse the bike on the last lap because of an oil leak, the Piuma came home in 8th place at a race average of 98.6 mph. Fastest lap was 105 !

Unfortunately neither Gary Rowe nor Vince Bennett got a ride on their Nordwests, but Gavin Lee on a standard Saturno finished 13th !

Many thanks to Pat Sproston of Ilkley

Racing for supplying this brief report. We hope to have the full story with photos. in the next issue.

NORDWEST GEAR SELECTION PROBLEMS

Problems with Nordwests refusing to change up at high revs, particularly between second and third are probably due to a faulty or worn gear selector pawl (Part No. 321536). The teeth don't fully engage on the dogs of the selector drum and result in the pawl slipping off the selector mid-way through the gear change. On high mileage bikes it is possible that the teeth and/or dogs become worn or that the spring which lightly presses the pawl against the dogs (Part No. 328993) becomes a bit soft. Unfortunately it appears that a batch of Nordwests which were on sale from June 93 were fitted with incorrectly manufactured pawls (unfortunately engine numbers can't be quoted). The pressing wasn't deep enough so that the teeth of the pawl didn't engage on the dogs of the selector drum, and the edges of the teeth weren't square to its plane.

The pawl can be replaced once the left-hand engine cover has been removed. To do this you will need an alternator puller. As you will need one of these to change the cam-belt anyway it could be well worth while checking this item when you come to change the belt even if you have not yet experienced the symptoms. Unless the pawl is seriously worn or faulty you should not have a problem unless you are in the habit of going well in to the red through the gears !

I am indebted to Benjy Straw for this vital information.

† **Pete Fisher**

WHERE TO GO - WHO TO KNOW

Useful Names and Addresses

PIAGGIO UK. LTD.

Unit 8, Ravensquay Business Centre, Cray Avenue,
Orpington, Kent, BR5 4BQ
Telephone: 0689 898876

Piaggio own Gilera and Piaggio UK are solidly committed to supporting Gilera owners in every way they can. Useful contacts are Shirley Pattison who is Publicity Manager and Benjy Straw the Technical Wizard.

BOB WRIGHT MOTOR CYCLES

4 Orchard Street, Weston- Super-Mare
Telephone: 0834 413847

Bob Wright have offered spares and repairs for Gilera bikes for many years, there is a wealth of knowledge and parts here, it is the place to go if you have a bike dating from the 70's or 80's.

JACK LILLEY MOTORCYCLES

109/113 High Street, Shepperton, Middx.
Telephone: 0932 224574/246055

Totally committed to European bikes and very keen on Gilera, they can still sell you a new Nordwest or RC600 from stock. Staff are knowledgeable and the workshop is excellent. They are keen to supply spares and undertake servicing etc.

ITALIAN MOTOR CYCLE OWNERS CLUB

Low Bank House, Banks lane, Riddlesden, Keighley, W.Yorks.
Telephone: 0535 602353

If you are not a member ... Why not ? A well organised club with an excellent magazine (the cover is a picture of an original Saturno). The best way of keeping in touch with like minded enthusiasts. Dave Allen the Membership Secretary would love to hear from you.

Please let us know who else should be on this list.

⌘ David Champion

NordWest taking a tighter line than the
photographer expected at Prescott Hill Climb

The GeN ISSUE #2

What's coming in the next issue

- Two weeks camping to the Czech Republic on a Saturno (not fiction)
- More Faults and Fixes
- Tuned Nordwest engine, Saturno chassis, 53bhp at the rear wheel. One owner's idea of a good bike around town but he also thinks it's a good bike round the Nurburgring. We have the full story.
- Useful Gen. Alternator pullers, what you need if you want to change your cam belt. (GFR owners will find this bit very boring).
- Euro Demo, Paris. A full report. How many Gileras did we spot ?
- Gilera meeting at the Morini club track day, Cadwell Park.
- TT Gileras : full report with photos !
- Your letters PLEASE (especially from any GFR or RC600 owners !)