

Editorial

Firstly, you will notice a slight change in the appearance in this issue, brought about by a change of computer. Unfortunately some of the fonts I used are of a type not supported by my new system, so I will have to use a different, but very similar, font from now on. In fact, I think the text is actually easier to read as well as pleasing to the eye (Palermo SF to be precise).

The good news: the Cadwell track day has been provisionally booked. The bad news: for June 11 - Senior TT and parade day! We can but hope that the Morini Riders Club will be able to secure a more suitable date later on. Following a recent tragic incident at a track day my contacts in local government tell me that the authorities will be showing a lot more interest in Health and Safety issues at such events. I suspect that circuit operators will be required to tighten up on 'instructing' and scrutineering and there is some concern amongst your committee regarding the liability that might arise from any accident. We will be investigating further, but it may be that the present informal arrangements which result in such a successful venture in terms of both enjoyment and finances will not be able to continue.

No suggestions yet for events to celebrate the 90th Anniversary. No hints in 'Piaggornale', and in fact, the word Gilera seems not to feature in the latest issue at all! What can we read in to that wonder? Perhaps the next issue will be a 90th Birthday special. I certainly intend to be on the Island for the '99 TT and would love to think that it will prove as significant for the marque as '89.

Have a super (winter) solstice !



Now read on ...

Chairman's Chat

I have a few bits and pieces from the Motorcycle Show, nothing earth shattering you understand but things worth mentioning never the less.

Lets start with the rumours, I do like a good rumour. It is interesting to look back and see what happens to all the gossip. Most of it is just that and never proves to contain any truth at all, but one day I may be able to say "you heard it here first". The most surprising thing that I have heard recently is that someone in the Italian business press has mentioned the possibility of Piaggio being bought! I think business press journalism is a bit more reliable than motorcycle papers so there may be something going on. I can imagine that plenty of people would like to get hold of a company like Piaggio for a number of reasons. If anything is happening it will obviously be a huge secret until a deal has been agreed, we will have to wait and see. Personally I doubt it but big business is a strange thing.

Next is the progress that Guzzi are making with "our" engine. Reading the papers you could be excused for thinking that a new bike is about to appear. That seems to be far from the truth. I was told by someone from Three Cross that Guzzi are very unhappy with the engine and intend to do a lot of development before they use it (?). Also they are putting other development projects ahead of it, so they are not expecting to launch the bike for at least two years. I wonder what they are unhappy about?

The Piaggio stand at NEC looked good and was improved no end by the inclusion of a 1950's 500 Saturno Piuma racer. The bike is owned by Piaggio and was shipped from Italy specially for the show. I do not know any history of the bike except that it is the same bike that appeared in the double gate

fold brochure for the new Saturno - a fairly standard looking machine from about 1957. Why was it on the stand? As a backdrop to the Gilera scooter racing, which will continue in 1999 using the Runner 50 race kitted to 70cc spec. by Malossi in Italy. I think it is a shame that the 180cc version was not chosen. The 180 racer is not very highly tuned and is therefore a simple to set up, reliable machine. The 70 produces about 16-17 bhp giving a top speed of around 90mph. The 180 is about 25 bhp with more torque. In Italy many of the 70cc races are on small twisty circuits but here they are held on much faster tracks with the scoots going flat out a lot of the time. Surely the bigger faster engine would be better suited to our circuits. The 180 has not been hugely popular in Italy where it was hoped its improved durability would encourage more people into scooter racing. They tune their 70's far more than us and are getting about the same 24-25 bhp so the race times are not much different and this has over-shadowed the possible benefits. We limit the permissible tuning in this country to improve reliability because most of the scoot's are raced on a limited budget.

The 125cc Cougar custom bike did not appear at the show because the only prototype was otherwise engaged. No decision has yet been made about importing this bike into Britain. It looks OK (for a custom) but its sales appeal must be limited and I think it would only become viable if it could be sold to training schools. I think it will all come down to the enthusiasm and determination of the Piaggio sales team in this country.

And what of other people's big singles? KTM did not have the new Duke on show, nor the old one come to that. They did have the motocross bike with 17" wheels as did CCM but CCM also had a prototype of their proper super mono and it certainly did look good. I was pleased to see that they had the same problem that I have found with the RC, you cannot get a four pot calliper on because it hits the spokes of

a normal laced wheel. CCM had overcome this by using wider yokes and fitting spacers everywhere to move the disc and calliper out. I think I have a solution as well.

Any of you who wander around the Internet may have noticed Piaggio are promoting something new called the Gilera . I think that is pronounced "Hack". Don't get too excited it is only a new incarnation of the RK 50 trail bike that has been built in Piaggio's Spanish factory for some time. Why such a strange name?

Spares availability

- the latest

I have previously mentioned a problem getting some bits. I have been talking to Piaggio in Italy and they have acknowledged that they should support bikes for ten years after they are discontinued.

I do not have any news about Nordwest silencers yet but it is being looked into. Apparently GFR CDI units are not available from Piaggio so I am making enquires about that. They have not been discontinued so I am trying to find out why they are out of stock.

I am also trying to find out if the CDI unit from the older 125s like the MXR is the same unit with different connectors. If the electronics are the same we should be able to make adapters to change one to the other. It is possible that other bikes may have a compatible unit. I think we need to start looking for alternative electrical components for all the models now before it becomes urgent. Coils, CDI units, regulators etc. They are all made by proprietary manufacturers so there is a fair chance that things from other models and makes will be compatible. Hands up all you electronics engineers. [I have an interesting item from the Internet on

changing the thyristor in a CDI unit which may prove useful - Ed.]

Chassis Prefix List

For a long time Gilera used a three digit chassis prefix to identify the model of bike. Strangely there does not seem to be a complete list of these prefix numbers anywhere. It is important to be able to identify a bike accurately to make sense of technical information and to order spares correctly. Often Gilera re-used names over and over so it becomes very confusing. As time passes it will become harder to work out which model is which because non-standard parts will have been fitted and memories will have become clouded. Often a model becomes known by an incorrect name and when this happens confusion soon takes control.

This list of prefix numbers should be accurate and I hope it will be useful. Often the engine prefix will be the number before the chassis prefix, but sometimes the same engine could get used in different bikes so do not assume anything. I have only included facts that I have got from printed information or from vehicles etc. No matter how obvious something may seem to be I have not included it unless I can prove it.

I am including homologation numbers where I know them not so much because they are interesting in themselves but because they can give an insight into the sequence and age of different models. If anyone can add any information to this list please let me know.

While we are in the anorak department. I am still collecting information to form a bit of a library, which should be of use in the future. Sales leaflets, road tests, magazine articles, owners handbooks, workshop manuals, parts catalogues and even brand

merchandise are all of use to historians and restorers. I am getting quite a lot of it now and I will publish a list in a future GeN. My reason for mentioning this is to ask again for help with the project. If you have anything old or new I would be pleased to receive it. I will even consider parting with money!

I am not really the anorak type but I think someone ought to be collecting information while it is available and no one else seems to be doing it. Several people are very knowledgeable about the racers and older bikes but the more recent ones are somewhat ignored. I will never become an expert on the marque but it will be good to have a source of information that we can all draw on.

Now, can anyone put me in touch with a copy of the large (Italian text) book "Moto Gilera"? The book basically consists of a photo and brief description of each model up to the early 80's. It is from "Nadia".

Bits we forget - Wheel Bearings.

Wheel bearings are definitely something we all take for granted and probably never look at, not even when we have the wheels out for new tyres. The worst thing you can do to wheel bearings is Jet Wash them. You can easily blast the grease out of the bearings and then they will soon fail.

Most modern bikes have "sealed for life" bearings that do not require any direct maintenance. Older bikes will have normal ball or roller races that do need periodic care. Ball and roller races should be cleaned and re-packed with grease every year. Ball and straight roller races can not

be adjusted so if there is any play in them they must be replaced. Taper rollers should be adjusted until any play has just gone, it is very easy to over tighten them so be careful.

To check the condition of your wheel bearings, raise the wheel of the ground then spin the wheel and listen for any nasty noises, hold the end of the wheel spindle and feel for any roughness as the wheel rotates. On disk brake wheels I would take out the pads or remove the calliper first.

Modern bikes including, Nordwest, Saturno, GFR etc. use sealed ball races that should last for years. If they show any signs of wear they must be changed. If you press the bearings out for any reason (painting the wheels etc.) they must be renewed.

What you should do for sealed bearings apart from checking for wear is; remove the dust covers from the wheel and re-grease inside them, this helps keep dirt and water out. While you are there don't forget to grease the speedo drive gears. While the wheel is out check brake pistons and pads. Clean out dirt and replace piston seals if they look damaged or there is any sign of oil (a leak).

Dust out drum brakes and sparingly lubricate the pivots and mechanism. Always grease the wheel spindle before replacing it and put "coppa slip" or grease on the threads. Look for cracks or other damage on cast wheels and make sure they spin "true".

Laced wheels should be checked for running true and then go round the spokes to make sure they are all tight. Hit each one with a spanner, they should have a taut ring, if one is loose it will make a dull clonk. If you find one or two loose they can easily be tightened, keep tapping them until you get a similar ring to the others. If a lot are loose you should let a wheel builder tighten them and then they will "true" the wheel which will probably not be round

any more.

Castrol GPS

In the last GeN I told you of a possible problem with Castrol GPS causing starter clutches to slip. Well, Les Wassall has told me that his clutch was fine, he changed to GPS and then his clutch started giving trouble. The coincidence was too great so he changed the oil and surprise, surprise the clutch returned to normal. The evidence is stacking up. There are plenty of other oils so, do your yourself a favour and stay away from GPS.

The importance of using "reserve"

If you are one of those well organised people who always refuel before you turn onto reserve you could have a problem one day! Now this may sound strange. Read on.

That condensation that you get on the bike will also form inside the petrol tank. Also when you fill up you will collect more water. Water is heavier than petrol so it collects at the bottom of the tank. It will continue to collect until one day you don't find a petrol station in time and turn onto reserve. Now the bike starts running badly or even stops! You have a carb full of water. Oh yes, and if you have a metal tank it will be rusting.

I routinely use reserve so any water is removed while it is only a tiny (safe) amount. If you don't like to lose that safe margin then use reserve for ten miles when you have just filled up. It is worth draining the carb' float bowl once in a while because water will tend to collect in there and end up causing problems.

Condensation also builds up in four stroke engines, it combines with the oil and you see it as the white sludge that inhabits the rocker box. Water does not tend to lubricate as well as oil so it is really not the best thing to have sloshing around your bearings. Short journeys and infrequent use are the worst things. You need to let the engine get good and hot so the water evaporates, it will happen quicker at higher speeds.

The oil / water sludge can cause another problem. It can clog the engine breather and that leads to oil being forced passed the rings and through seals etc. Also it will prevent any water vapour from being able to escape so things will get worse.

Winter tips

The weather has been lousy for most of the summer and now it is deteriorating into winter! A bit of preventative effort should ensure reliability during the gloomy bit.

1. Don't clean your bike with a jet wash.
2. Do wash it regularly with hot water to stop dirt and salt building up.
3. Don't worry too much about getting it gleaming, leave oil and grease to help protection.
4. Spray WD40 on all the bits you will not rub against, protect the brakes while you are spraying. Do it often.
5. Spray WD40 into electrical connectors and the ignition switch.
6. Lubricate all control cables regularly with WD40 via a pressure adapter. Don't lubricate with oil, most cables are nylon lined and oil will ruin them.
7. One last thing for WD40. Spray the coil and plug lead / cap regularly to keep damp out. Look at the plug lead in the dark when

the engine is running, if you can see any blue sparking change the lead and if the cap is old change that as well. Remember that you must have a resistor in the HT circuit on any electronic ignition system, either a resistor plug or a resistor in the plug cap. If you have both it will not be a problem but if you don't have either you are likely to damage the CDI unit and or coil.

8. Oil all pivots, brake levers etc.
9. Check brake callipers to make sure the pistons are not seizing. Lift the wheel off the ground and spin it.
10. If you remove any nuts or bolts from panels etc. lubricate them when you refit them.
11. Clean and lubricate the chain regularly. I reckon a Scott Oiler really comes into its element in the winter. You get home with a filthy dirty bike and there is this clean oily chain, ok so it makes the rear wheel dirty but I would sooner spend a while cleaning than spend money on a new chain.
12. Keep the battery topped up and charge it if you think it may be getting down. Cold weather soon shows up any weakness. Clean the terminals of the battery and starter relay and lubricate them with Vaseline.
13. It is dark a lot of the time so carry a spare headlight and tail light bulb.

In the spring you can have great fun with a tin of Gunk getting off all the dirty old oil and grease. Your bike will come up great.

Cam belt diagram.

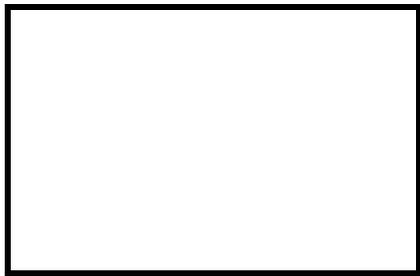
I have been getting a bit carried away on the computer and created this diagram that may help explain changing the cam belt.

These notes are available from David Champion as an A4 sheet.

GILERA CHASSIS PREFIX LIST

<u>PREFIX</u>	<u>MODEL</u>	<u>RANGE</u>	<u>NOTES</u>
001	98SS		
010	50 5V TRIAL		DGM 8999 29.03.71
012	50 4V SUPER		
013	50 7hp 5V Trial		DGM 10022 23.02.72
014	50 7hp 5V Touring		
018	50 4V		
022	50 6V Competizione		
030	50 5V Touring		
033	50 5V Enduro		
038	50 6V Cross		
040	50 5V RS		
041	50 4V CB1		
045	50 CBA (Variatore)		
047	50 6V GR2		
047	50 6V Trail		
049	50 ECO (Monomarcia)		
050	50 CBA (Monomarcia)		
051	50 TS		
054	50 ECO (Variatore)		
055	Trend		
056	50 4V Rinnovato		
060	50 GSA Scooter		DGM 50737 26.03.82
064	Bullit		
066	TR 50	30001>	
071	Sioux 50	30001>	
073	503	30001>	
074	Bullit MTX		
077	50 Custom		
079	50 R		
101	124 5V Fuori Strada	101F	
101	124 4V Strada		
101	124 5V	101-107	
101	124 5V Regular. Comp.	101-109	
101	124 5V Regularita Casa	101-108	
101	124		
103	175 5V Regularita Comp.	013-110	
103	175 Giubileo		IGM 1918 18.04.61
104	150 5V Autostrada		
104	150 5V Aurostrada PVU		
107	124 5V		DGM 6768 28.03.69
107	124 5V Special "R"		DGM 8252 18.07.70
108	124 5V Regularita Casa		DGM 8635 24.11.70
109	124 5V Comp.		DGM 8637 24.11.70
110	175 5V Regularita Comp.		DGM 8639 24.11.70
111	125 5V Arcore	Engine #111	DGM 10183 04.05.72
112	150 5V Arcore		
113	125 6V Cross		
113	125 6V Regularita		
113	125 Elmeca		DGM 15790 23.06.76
115	125 5V TG1	1010>	DGM 16179 13.11.76

116	TG1		
116	125 5V GR1	1010>	DGM 16178 13.11.76
120	TG3		
120	125 5V TG2		DGM 50627 2.12.81
121	125 Cross Replica		
122	125 C1		
122	125 C2		
122	125 E1		DGM 50669 10.02.82
122	125 E1 Serie K		
122	HE 125 LC		
122	HX 125 LC		
125	125 GXR		
127	RX 125 Arizona		
127	RX 125 LC		
128	RV 125 LC		
130	RX 200	50001>	
130	Arizona 200	60001>	
131	RV 200	50001>	
135	RTX 125	100001>	
135	Hawk 125	30001>	
135	Hawk 125	60001>	
135	RTX 125	80001>	
137	RTX 200	100001>	
137	ER 200	12001>	
137	Fast Bike 200	15001>	
137	Hawk 200	60001>	
138	KZ 125	1001>	
138	KK 125	30001>	
138	KZ 125	50001>	
138	KZ 125	80001>	
141	ER 125	30001>	
141	ER 125	70001>	
142	Fast Bike 125		
143	RRT 125	30001>	
143	RRT 125	70001>	
145	Rally RC 125		
147	MX-1 125	1001>	
147	MX-1 125	30001>	
147	MXR 125	50001>	
150	XR 1 125	1001>	
150	XR 2 125	50001>	
152	SP 01 125	30001>	
152	SP 02 125	70001>	
154	TR 125	1001>	
154	TR 125	30001>	
156	Apache 125	1001>	
156	Apache 125	30001>	
156	Freestyle 125	50001>	Engine #155
158	CX 125		Engine #157
164	Crono 125	30001>	Engine #165
167	GFR 125	1006>	Engine #166
167	GFR 125	30005>	



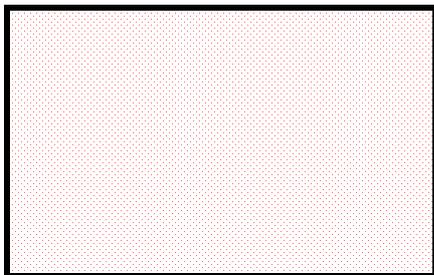
An SP01 Criterion Motorcycles

171	175 Rossa Extra		IGM 1295 06.09.60
189	175		IGM 1294 06.09.60
2003	R-Twin		
2004	R-50		
201	175 Super		IGM 3269 23.08.63
201	175 Super		DGM 8253 18.07.70
203	200 5V Custom		
203	200 5V T4		DGM 18922 12.12.78
206	HX 250 LC		
208	NX 250 LC Comp.	5001>	
210	NGR 250	1001>	
212	Arizona 250	30001>	
212	Rally RC 250	50001>	
212	Rally RC 250	60001>	
214	Dakota ER 350	100001>	
214	Dakota 350	1001>	Engine #221. DGM 52106 03.06.86
214	Dakota 350	50001>	
216	Dakota ER 500	100001>	
216	Dakota 500	50001>	
218	XRT 350	30001>	
222	Saturno 500	100001>	Engine #221. DGM 52489 29.03.88
224	XRT 600	30001>	
226	RC 600	3001>	'90
226	RC 600	50001>	'90
226	RC 600	1001>	
226	RC 600	30001>	Engine #225. DGM 52712 01.03.89
228	Cobra 600	40005>	'93 Engine #227. (often refered to as RC 600 C)
228	Nordwest 600	50001>	Engine #227
228	Nordwest 600	70005>	'93
228	RC 600		Engine #227
230	600R	1001>	
232	RC 600 R	1001>	Engine #231
232	600R	30000>	
232	600R	70001>	'93 electric start
234	Nordest 350	3000>	
31	B.300 Extra N.S.		IGM 1291 06.09.60
55 M	50 CBA Rinno. (Monom.)		
55 V	50 CBA Rinno. (Variat.)		
A-010	50 5V Trial "R"		
ET	50 Vale ET		
NH-01	Saturno 350		Japan
NH-02	Saturno 500		Japan
SCT	50 Toledo SC		
VTBC08	RK 50		Built in Spain
ZAPC09	Eaglet 50		Auto
ZAPC13	Stalker / SKP		SKP for UK market
ZAPC14	Runner 50		50 / 50DD / 50SP
ZAPC503	Eaglet 50		Manual
ZAPM07	Runner FX 125		Engine # M071M
ZAPM08	Runner FXR 180		Engine # M081M

David Champion

GFR RAMBLINGS

In response to 'GFR Notes', Chris Bare's article in GeN#18, I am also of the opinion that the Champion C55C spark plug is no longer obtainable and a direct replacement fitment wise, seems not to exist (i.e. 14mm 5/8" HEX small insulator). However the NGK equivalent he suggests does not seem to coincide with the current NGK catalogue I possess. B10EG or the more expensive B10EGV being those recommended which are racing types. I



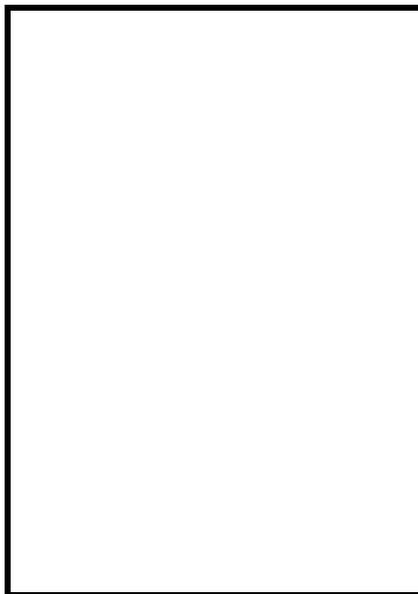
have used the first mentioned in my GFR since just prior to the 1997 Cadwell Park track day and have had no problems to date. I'm not surprised Chris found the B8ES too 'fragile' as it is not indeed a racing grade as he suggests but a fairly common type copper core plug. The heat range apparently goes from 2 - hot, through 12 - cold, so 8 would not be cold enough for the GFR. The plug he says he has in use, NGK R57A10, confounds the listings altogether - maybe some confusion with actual numbers here or different American NGK specifications ? Ironically the last C55C I used was stamped on the metal body "MADE IN U.S.A."

However all this aside the actual job of changing the plug requires a fair bit of inventiveness if not double jointed fingers and a bucketful of patience. Oh, sorry Pete - I've only just remembered of your recent purchase and may I say (on behalf of all Network members) welcome to the ranks of dwindling GFR owners ! [Actually I

would say it's easier to get the plug out of a GFR than attempting to remove one from a Nordie without taking off the tank panel - especially with a hot engine ! - Ed.]

Back to the article, it would be interesting to know how Chris rates his new EBC brake pads with the original fitment. I too, do very little mileage for all the reasons he suggests, plus, in this country, some blue sky and sunshine. So I'm not ready for new pads yet, but it's always handy to know about these things.

As for the battery, once I discovered the



David Riley's immaculate GFR

difficulty of getting at it, I fitted a flying lead with eye connections permanently to the terminals. The connector, fitted with a rubber cap, lives behind the right side panel (one screw to remove) when it's not on charge. This lead actually came with the Optimate charger I purchased for the

gel-type battery on the Yamaha but would be easy enough to make up if a suitable connector could be found. A word of caution here for the benefit of anyone using one of these, no doubt, very clever little chargers if used over a long period on a lead-acid battery it's as well to keep a



David's GFR at the Classic Mechanics Show

close eye on the electrolyte levels as it may tend to "boil off" depending, as they say, on age and condition. Through the winter, I normally charge for a week then switch the ignition on and off a half a dozen times in order to operate the power valve - keep it free - then over the next few weeks I repeat the process at intervals and when the action becomes sluggish put the battery on charge again.

I'm not sure about the wheeze of disconnecting the power valve electrically, although I fully understand Chris' motives for doing so. Personally I wouldn't advocate this due to the risk of carbon build up in the exhaust port (ports ?) causing the valve not to function correctly. But I must confess I don't know the exact working of this gizmo only the consequences ! Hence the previous mention of my interest in some good as original brake pads !

The GFR was never going to win any prizes for fuel economy. I've converted Chris' figures into plain English and a slight rounding up shows 34 m.p.g. In my

experience that's a pretty good average figure when you consider 30 plus BHP from only 125 cc. The lowest I have had understandably was at Cadwell Park. It dropped as low as 28 m.p.g. when constantly using a tad over 11000 r.p.m. through the gears so apart from having the petrol on hand to pour in, there being no fuel at the track (I never understood the reason for that) it was no problem as the bike ran faultlessly all day. By the way I only ever use leaded four star. The highest figure I recorded was riding to this years B.M.F. show at Peterborough when the round trip of 140 miles produced an average of 42 m.p.g. on steadier throttle openings. When using the bike normally, I do quick calculations for range at 30 m.p.g. and topped up fully the tank will usually go on to reserve at about the 55 to 60 mile mark. Consequently if I don't know where the next petrol station is, it can be quite a headache. No, it has to be said that all this variation in m.p.g. is quite normal for a two stroke. Oil is of course the other thing to watch and I should say never completely rely on the warning light.

I heard a story earlier this year of a rider who did and of course the tank eventually ran dry, the motor seized and Bob Wright's 'phone became very hot ! So it's better to get the filler cap off and check that this light is telling the truth. It is possible to test the warning light quite easily by first switching on the ignition, neutral and oil lights come on, don't start the engine, put the bike in gear and both should go out, (unless the oil is too low in which case this light stays on). Then with the oil filler cap removed, directly below is a rod with a small sliding float. using a small blade screwdriver, gently push this float down the rod and when this is at its lowest the oil warning light should come on. Releasing it again of course has the opposite effect and the light goes off. I'm afraid I've got no guideline figures on oil consumption never having checked it. I tend to go for the belt and braces approach and simply keep



Pete, Les, Mike and Rob at the Stafford Show - Photo. by David Riley

topping it up with Silkolene Pro 2.

I must pass on to the Classic Mechanics Bike Show at Stafford in October and say a big thank-you to our editor for all his time and effort behind the scenes. A thank-you also to Rob Pearce for those special stands he borrowed. I've never been to this particular show before but was pleasantly surprised to find the genuine 'biker' atmosphere and overall friendliness all weekend. I must say I was more than a little apprehensive about leaving the bikes there on the Network stand overnight, but need not have worried as the security system and people were first class in my opinion.

Finally a story entitled "Who Pays The Ferryman" which has everything but nothing to do with Gileras and just to illustrate what a small "Network" we live in. Whilst on holiday on the north west coast of Scotland in September, we were staying right by the isle of Skye ferry at Kylerea. One day we walked down to the slipway and parked nearby were three trail bikes, the riders walked back from the waters edge as we gave the machinery a once over. They were all fully kitted in suits and helmets. We exchanged greetings and turned to watch the approaching ferry when suddenly, from inside one of the helmets, came the words "are you Mike Riley's dad?". In complete amazement, I

peered at the mud spattered figure more closely to see Network member and Northwest owner Paul Virgo from Nottingham. So we crossed with them and their bikes, none of which were Gileras I'm afraid, waving them off to continue their trail riding holiday across the Isle of Skye. Quite apart from meeting anybody in so remote a spot, five hundred miles away from home, Paul lives just fifteen miles from my home and the only times I've met him have been at Network gatherings. Incredible or what?

A Chance for Stardom!

I recently received the following letter from SJB:

"We are currently in conjunction with Heritage video on the production of a video detailing the history, model derivation and owner profiles of the above vehicles [GILERA], as part of the "Heritage Classics" series of videos.

I would be grateful if through your club you could ask any members who own any of the above vehicles, regardless of condition, to contact me Tel. 01935 414058 (normal office hours) if they would wish to be considered, to take part in this production.

Filming is scheduled to begin in approximately 6 months time, and will cover all geographic areas of the UK.

A fee of £220 will be paid for any vehicle used during filming, all reasonable expenses accrued will also be reimbursed. In addition to this participants will also receive a complementary copy of the completed video, which should retail at £14.99 each when released."

I have been in contact with the writer JOHN CLARK and it appears to be a genuine undertaking. I will be offering my

three bikes, and he mentioned the possibility of filming taking place at a Three Sisters Circuit.

The timing is certainly right to coincide with the 90th Anniversary. I will let you know more in GeN#20 if the project gets



the go ahead.

For those of you who do not read 'Motor Cycle Sport' the following might be amusing:

"How Alan Cathcart can review the Husky SM610 (October issue) without mentioning the marque that first made over-the-counter Supermoto bikes a reality amazes me. Claiming that "no better stoppie bike has yet been marketed with a number plate" compounds the omission. Has he never ridden a Gilera Nordwest?"

The arrival of the Duke and now the SM610 confirms all too painfully for Gilera enthusiasts how the Nordie was a truly innovative machine which was dropped just as it was beginning to sell in the UK in significant numbers. Whether a variant of the proposed 650 Moto Guzzi single powered by the Gilera 'Bialbero' motor will be developed in Supermoto guise is anyone's guess. Given that a standard Nordwest produced about 45bhp as Alan reckons for the Husky (but at the rear wheel) an updated model featuring the Desert Racer derived 635cc unit with fuel injection would have shown the Husky and Duke a clean pair of heels. If it had also acquired more sophisticated forks and better rear shock a NW MkII would have been a hard act to follow.

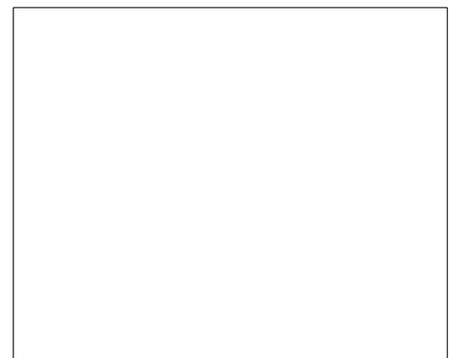
Pete Fisher

Gilera Network"

Alan Cathcart relies:

"My friend Pete Fisher is almost as much an Italophile bikewise as I am, and he's quite right to underline Gilera's ground-breaking launch of the Nordwest, the first ever ready-made street Supermotard which I must, ahem. own up to having lent a hand in developing during my time as Gilera works Supermono rider.

Federico Martini, Gilera's ex-Bimota engineering boss, really went for the idea of sticking a detuned version of my SoS racer's motor in the Dakota trail bike frame, and having built a prototype that worked brilliantly, this was then refined into the production version using the RC600 street enduro as the basis. Only, poor marketing by Piaggio personnel, who really only knew how to sell scooters, never did them justice - a fact I've been reminded of several times recently by a mint Nordwest that cruises through our village on the morning commute towards Warwick. Only I still say the Husky's superior front forks make it a better stoppie bike than the Gilera. Would



Pete care to arrange a contest..? I'll aim for a 5.9 for artistic impression !"

Well perhaps not me personally, but I will put forward our very own Gilera Network member Nigel 'Stoppie' Windys as my champion and take up the challenge !

For Sale

NORDWEST

93 'L' Reg Blue/Dark Blue
Only 13,000 kilometres - 1 Previous Owner
Very clean bike, on Hi-Sports, Datagged
with new 'O' Ring Chain & Sprockets.
New MOT, Taxed - £2,595
Geoff Lord - 0121 308 7398
(West Midlands)

NORDWEST

Grey/Magenta Pink, M Reg March 1995
12,000 Kms Tax & MOT until March 1999
New Battery, cambelt and fork seals
Service History, very little use
Excellent condition
£2,250 ono
Remo : 01656 783766
(South wales)

GFR MOTOR

Complete motor but with broken conrod
and piston. Together with radiator,
exhaust system, carb, air box, and electrics
including CDI unit and coil.

£300 or might split
Jason Chamberlain: 01425
655481
(Hampshire)

ARCORE 150

1974, Red. Ver original, low miles, second
owner from new. Including manual, rotor
puller etc. Lovely, lively lightweight.
£700
Dave Frith: 01492 530908
Evenings (North Wales)

Wanted

Either an early 'Staurno'
(would restore), or early
leightweight Gilera (or other
Italian bike) for my 'little
lady' to use. Alternatively,
can someone put me in
touch with a person in Italy
who finds bikes so i can get
one brought in to the U.K.
Prefer a sporty or trail/trials
bike fitted with lights rather
than a tourer.

Telephone 01603 789156
any time. If no reply
evenings try 01603 505438.
(Norfolk)

Freddie George

[My apologies to Freddie for
not putting this advert in an
earlier GeN - Ed.]

G-Mail

Michele Ravani

I quite understand the raving of Andy "Ringmeister" Wallington about the Ring. It IS the ultimate track! I've been there 4 years in a row for two days of organised motorcycle training and I still get sweaty hands only by thinking about it. On the other side, I wouldn't go there on my own with the track open to everybody (campers, busses, people carriers, etc.), as personally I think it is too dangerous. The track is very challenging even when you're following an instructor and you know that only bikes are driving along. The thought of coming up some blind spot (there are plenty) on the fun side of a 100 mph and suddenly have to come at terms with grandad enjoying the screeching tyres of its Volvo at 40 odd mph would take quite a lot of the fun out of it.

As I was living in Switzerland at the time, I always went along with a training organised by two Swiss bike instructors I know: around 120 participants, in groups of 8, two track days (track rented, therefore closed to anybody else), sleeping quarters at the Dorint and all meals paid for (not the drinks). Nothing else to think about but biking: from around 9am until 4pm with a bit more than an hour stop for lunch. The groups composition is very flexible and people are encouraged to change around until they feel comfortable and, given the number of groups,

there is quite a wide range of speeds and riding styles, so that everybody can fit. On one occasion there was even a guy with an Electra Glyde! 120 odd riders on the track at the same time are not as much as they seem, you rarely have to pass another group and you can manage full laps without "meeting" anybody. The price was quite reasonable (in 1994), around 400-500 pounds per person. If it seems a lot, think about all the laps without busses, cars, etc. you'll be able to make in two days.

I know that there are events organised from the UK, a friend of mine went this summer, and if you are interested I can find out who organised it, although it may be the same as Ian mentioned. If you want to compare prices and may be take advantage of the exchange rate, I may ask my Swiss connection if they can take on people from abroad. Otherwise, I could dig around in Germany...

PS: If you have an internet connection check out

<http://privat.schlund.de/TschauderRainer/nring/n-ring1e.htm>

<http://cbsgil.bu.edu/bmw/nurbcgi.html> (for cars)

Tony Baxter

It was July '96 when I became a Gilera owner, after looking for some economical transport. I nearly bought a Honda 90 as it seemed the most obvious choice, but after a row with a pushy salesman I decided to purchase something more 'interesting'. I had already owned a 750 Guzzi, about ten various Meriden Triumphs, several Japs as well as an MZ, CZ and even a Puch Maxi?

I answered an advertisement in Classic Bike from a small back street dealer who offered me a 1958 Gilera 150 sport. My only knowledge of Gilera's was of the sports mopeds of the '70s that some of my fellow 16-year-olds owned. It was very ratty, with perished tyres, and a well-used look about it. I test rode it, still wearing its Italian registration plate, and decided, despite a relatively high price, to purchase it. After being MOT'd and registered I used it every day to get to and from work, 15 miles each way through rain, shine, even snow and ice. The only trouble I ever encountered was due to a weak spring on the generator, allowing the brush to jump up and down and wear rapidly. This was easily rectified using the brush from a VW Beetle dynamo filed down to fit! The bike is currently off the road undergoing renovation, slowly, due to lack of time and

money. Hopefully it will be back on the road for next summer.

I would be happy for any owners of the older Gilera models to contact me at my home address, as there does not seem to be many of us! Just one small criticism of the Gilera Network though – even avid readers of all the various classic magazines available would be forgiven for thinking that there was no club in the UK for Gilera owners, as the network never advertise their existence. Why not?

Regards to all Gilera owners.

PS I have just bought a Parilla 125.

Neil Atkinson

I thought I'd do this just in case there is an issue of the GeN before I solve all my Gilera problems. Come to think of it, even if the next one wasn't for another 10 years.....

Seat cover

David Champion's recommendation for seat recovering in the June issue (Ellenelle in Croydon) seem to have disappeared off the scene (number given produces "number not recognised", and Directory Enquiries has no listing). David is inconsiderately away at the moment, so I can't check with him. Funny, I thought it was a bad policy to have a message on your answerphone saying you were away, as several hundred highly trained burglars then descend on your house, safe in the knowledge that they won't be disturbed, and steal all your valuables (back issues of the GeN, etc).

Anyway, the point is more whether anybody knows of somewhere I can get a seat cover (Nordwest in blue) with the "Gilera" name on the sides, as with the originals. Mine has started to crack in a big way in several places, and Bob Wright can only supply plain covers (at £40). He says he has never been able to find a source for

originals, or replacements with the name on the side. A new seat is £118 (I think that's what he said), which isn't worth it just to keep up appearances. Please note that there isn't any point in telling me what sort of paint I can use on vinyl, as I have as much chance of producing a decent job as of winning the next WSB round on a moped (unless it had been derestricted, obviously).

Exhaust

I recently bought a stainless steel Arrows can from Bob Wright (£240, if my memory serves correctly), which went on okay (brackets weren't absolutely right, but it didn't take too much messing around to get it to fit). The sound is a distinct improvement over the original, being deeper and a bit louder, but not offensive. Performance is not much different, as far as I can tell (it is winter), but it looks about ten times better, which is the main thing, after all. It doesn't have any BSI stamps or anything, but we don't have MOT tests on the Isle of Man, so I don't care.

My original rotted from the inside, but if anyone still has a decent original, it is worth thinking about having it aluminium coated. I had mine done by Performoto in North London, which cost about £60 three years ago. It means you don't have to keep painting it, and stops it rusting (from the outside). The finish it came back with was a kind of matt white (it's aluminium oxide, rather than the metal itself), but an hour or so with a wire brush attachment on an electric drill turns it an attractive matt silver (clamp it in a Workmate to do it, but beware - it makes a hell of a lot of noise).

Speedo drive

The plastic bit which drives the worm drive at the wheel end on mine is losing its teeth. It still works, but makes an annoying whining noise (at least I think that's what is making the noise - replacing the wheel bearings made no difference and I've told the kids to be quiet). Anyone else had the same problem? I assume that eventually the speedo will stop working and then I'll have to do something. New speedo drives

(naturally the plastic bit doesn't come separately) cost £26.79 from the ubiquitous Mr Wright. There must be another way.....

1999 TT races

If anyone is planning to come over for the TT, I volunteer to try to organise some sort of rendezvous, now that the nice Mr Dave Morris in Ramsey (who organised a drink in 1997 - don't think anyone bothered last year) has given up and bought a Honda. Wasn't there once some sort of standing arrangement to meet at Glen Helen on Mad Sunday? I believe this died due to lack of enthusiasm/attendance/organisation. Anyway, it might be better to meet for a drink one evening. If anyone gives a *&\$#, please let me know. I live in Laxey, so that sounds like a good place to find a suitable pub, and then I'll be able to walk home. [Robin Sims and I are planning to be at the TT in '99 - I will be in touch ! Ed.]

By the way, if on the Island, don't bother with Road and Track in Douglas. Despite being the Piaggio franchise, I have found them distinctly unhelpful (unless you can get to talk directly to the workshop staff). Better off with S&S in Castletown, if you need anything doing. Bits sent by Bob Wright generally arrive next day. Blimey - a bike shop which is quick, efficient, knowledgeable and helpful!

If anyone has any inclination to respond to any of the above, please ring me (01624 861854) or e-mail at work (neila@regentpac.com).

 **Dave Frith**

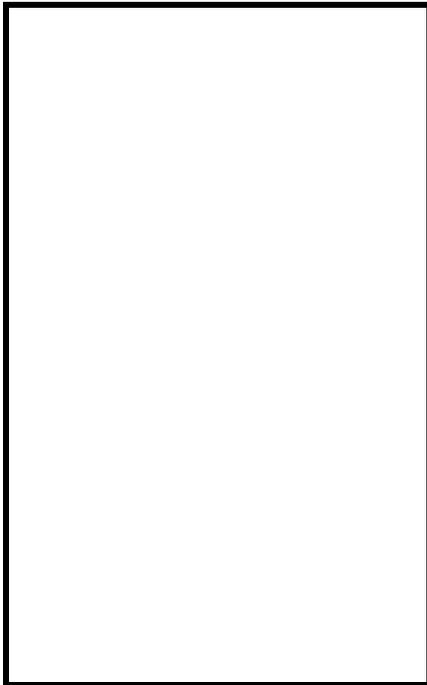
Re possible porosity with your 604 barrel, I have used 'BARS LEAK' sealant with great success many times over the last 20+ years since discovering it in N.Z. Of American origin it is readily available over here. [I once had an unfortunate experience with this which seemed to result in a radiator core becoming terminally blocked, but I will bear it in mind - Ed.]

Runner Dispatches



Gary Cooper kindly allowed me to download the following article from his web pages.

After passing my motorcycle test on 17 July 1998 I decided to trade in my Piaggio Hexagon. The original plan was to order a Piaggio Hexagon LXT 180, however my plans changed once I had test ride on a Gilera Runner FXR 180. The most apparent differences between the Hexagon and Runner are the styling and riding position. The Runner is styled as a performance scooter and the Hexagon as a relaxed tourer. Apart from these differences the Runner actually uses the same engine as the Hexagon LXT 180 and a very similar instrument panel to the old model Hexagon. I collected my Gilera Runner FXR on the 1st of August 1998 from the dealer (Dronfield Motorcycle Centre). The first 625 miles were restricted to speeds below 60Mph, not using more than 60% of the throttle and not allowing the engine to run at a prolonged constant speed. It took six weeks to clock up 625 miles on my Hexagon it only took three weeks with the Runner, it went for its post run-in service on the 21st August 1998. The only problem I had during this time was low speed rough running. This problem was put down to an additive put in the fuel system at the factory that should protect it during storage and shipping. Sometimes if a to



Gary's Runner FXR 180

generous amount of the additive is used it turns to jelly and then block the jets in the carb. Anyway my carb was striped and the problem was cured.

At the time of writing this page (18/9/98) the Runner has clocked up 1300 miles. This distance was covered by trips to the coast and rides around the roads of the Peak District. The Runner FXR is surprisingly capable of fastish progress along 'A' and 'B' road and is only overtaken by other bikes (ie. not scooters). The only time more power / speed would be useful is on motorways or dual carriageways even though the Runner FXR can cruise at the speed limit.

As mentioned above the Runner is surprisingly good on 'A' and 'B' roads "well it surprised me anyway". I can only compare

it to my Hexagon riding experience and to any reviews I have read. Compared to the Hexagon the Runner is quick. The ride also tends to be less relaxing but more enjoyable and involving. The Runner is happier going into corners faster than the Hexagon I found that if I went into corners at the same speed as the Hexagon the Runner would feel nervous. A review in Scootering Edition 147 mentions the relatively poor handling of the Runner FXR. As far as I am concerned I can not fault the handling but compared to the reviewer I have very little riding experience. However the reviewer goes on to mention that if he had the money to buy a Runner FXR he would.

Running A Runner

As far as running costs go my Runner averages about 65 Mpg the other expense is two-stroke oil, I use Castrol TTS as a fully synthetic oil is recommended by Gilera / Piaggio this cost £10 for 1 litre. Servicing costs have been £33 for the post run-in 625 mile service. The Runner is covered by a Gilera / Piaggio three year warranty, this doesn't cover items such as bulbs, tyres, brake pads / shoes etc. As the engine in its 125cc form has been used in the Hexagon since 1994 no problems with long term reliability should be seen. Other expenses include road tax at £15 a year and insurance. When I started with my Hexagon 125cc I did my CBT training and rode it with a provisional licence. The insurance for this cost me £140 through Piaggio 16+ for a years comprehensive cover. After buying the Runner it cost £20 to transfer the insurance over for the remaining one and a half months. I received a renewal form from Piaggio 16+ requesting a premium of £396 even though I now had a years no claims and had passed the full motorcycle test. I then phoned around and got a quote from the AA for £160. (SHOP AROUND FOR YOUR INSURANCE COVER)

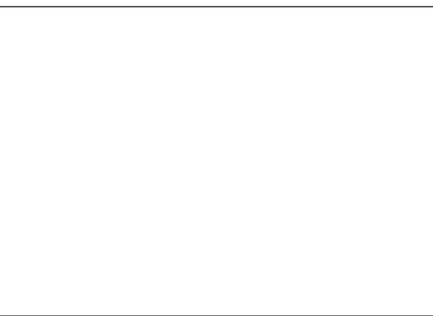
G-Net

<http://www.gilera.co.uk/gilera>

Not much to report. Photos from the Classic Mechanics Show have been added to a 'Latest News' page. We need a really good slogan to celebrate the 90th Anniversary next year (and the Network's 5th !). The best I can come up with is as featured on the cover of this issue - "1909 - 1999 90 Years of Gilera". Any other suggestions ?

NORTHWEST FRONTIER

Well, I still haven't tried the Radweld fix on the 604 as my garage time has been taken up with two new acquisitions. The first is a GFR I saw languishing outside a used car dealership for three months. The price kept going down and in the end I had to have a closer look. When they told me they were just about to paint the tank a "better colour" I had to rescue it, and managed to get another £300 pounds off the asking price. It is a bit tatty and has 43,000 miles on the clock! Still it seems to



The GFR gets a much needed wash - the number 1 has now been removed !

go pretty well and is 95% original.

Not had a chance to ride it much (I don't fancy learning the foibles of the power-valve on wet roads), but it certainly is fun in the way that only a two-stroke can be (which is not better than a four-stroke but different). The handling seems superb and the front brake has me wondering whether Nigel Windys was right when he criticised the Norturno's front stopper at Cadwell. The extra weight is not enough to completely account for the superior stopping power of a seemingly similar single front disk set up. I will have to try replacing the pads. Whilst performance is amazing for a 125 I suspect that it is slightly down on power. At this mileage it should have had 4 new ring sets by now and I wonder if it has. Anyway, Bob Wright is finding me various little bits and pieces needed and I am replacing all the fairing fixings which had been changed for horrible cross-head screws over tightened so as to ruin the rubber bonded nuts. The bottom fairing mounting to the expansion chamber has been repaired with the help of 'Bumper Repair' as has one of the seat mountings. Thanks to Dick Stapley for putting me on to this.

The other machine which has been squeezed into the garage is a Moto Guzzi Mille and squire RS3 sidecar outfit so that we can go out on a 'bike' as a family. Duncan tried out sitting in the chair by visiting the Watsonian/Squire factory prior to taking the plunge and loved it. Relearning the art of piloting an outfit after 23 years was not as difficult as I feared, although a first run with grossly over-inflated front tyre and knackered steering damper did not inspire confidence for the trip home from Berwick on Tweed where we found the outfit. Fortunately adjustment of the tyre pressures restored wobble-free handling at most speeds and the Mille gobbled up the 300 miles home in ease and comfort. With leading link forks and a 15 inch rear wheel it makes a nice rig and the Guzzi linked brake system is a real bonus. Cruising speeds on the M6 gave

CLASSIC MECHANICS SHOW STAFFORD



Our first attendance at a show (other than the BMF) proved a great success thanks to the efforts of Rob Pearce, Dave and Mike Riley and Les Wassal, hugely assisted by the loan of posts, rope and 'turf' by Dick Stapley. The rotten weather posed me the problem of how to get the Norturno there in the state that John Rushworth would expect. This was solved by wrapping up the bike in a Halfords nylon car cover once it had been loaded on the trailer. It looked like a giant Xmas parcel.

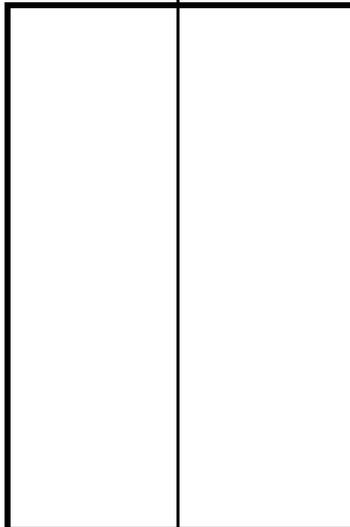
I got to the show ground on Friday afternoon with the bike stands Rob had lent me courtesy of the AJS and Matchless Owners Club. Rob soon arrived and we set about modifying the stands to accommodate machines with much wider tyres than G80s and 31 CSRs. With the aid of a friend of Rob's we got the Norturno hoisted up on display, but Rob's RC600 required the assistance of several helpers. Dave and

Mike arrived in the evening, and the GFR and Northwest joined the line up.

Les joined us on Saturday morning with his RC and we set about deploying various posters and photographs and rigging up some lighting. The finished display was very professional thanks to the posts, rope and 'turf' supplied by Dick. The organisers were so impressed they said they wished they had given us a more prominent pitch.

Chris Collot had contacted me the week before and came all the way from France to support us, arriving by Saturday lunch time and spending the night with us in Wolverhampton before flying back home on Sunday afternoon !

I had expected some interest although our machines are more modern than most of the machines at the show but I was amazed at the number of people who joined or took away application forms. Some folk were not aware that our bikes were no longer in production and several asked where they could find a Northwest or Saturno for sale. Dave's GFR received much admiration, particularly from the youngsters, and he could have sold it several times with ease. A brace of rare CXs were signed up and even a replica GP500 racer !



Mike Riley "making adjustments at Stafford"

The show was, as usual, a wonderful source of odds and ends including stainless steel socket head screws perfect for GFR fairing mountings, and

Mike took the opportunity of investigating alternative NW front brake pads.