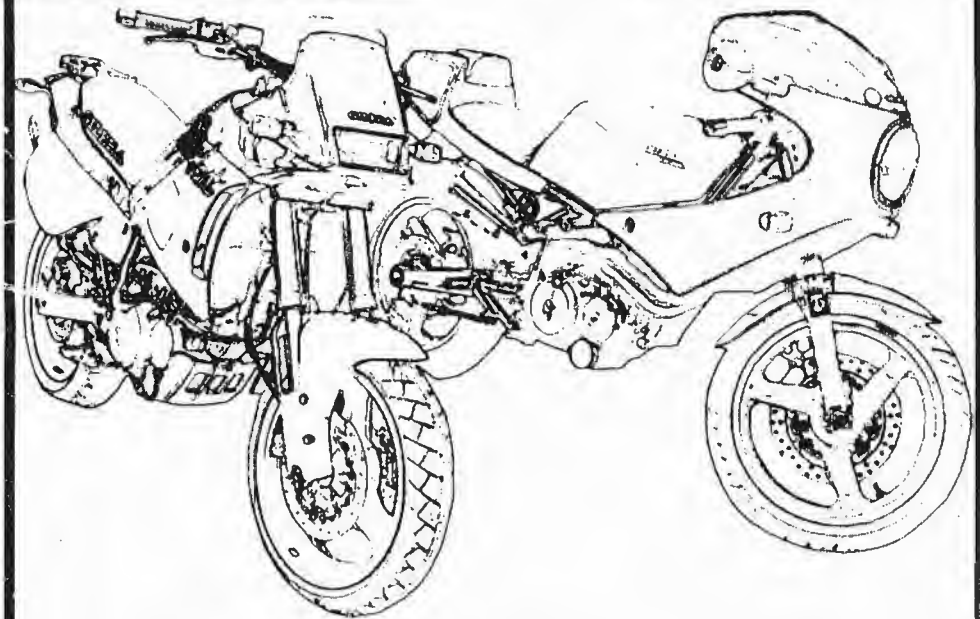


THE GeN **GILERA**

Issue 26 September 2000

The Gilera Network Newsletter
For Gilera Enthusiasts

Patron Geoff Duke OBE



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Editorial

After the July 2000 AGM there's a new editor, and that's me. I have a Gilera Runner and know very little about the traditional Gilera's. Therefore all the non twist and go articles will have to come from other members (PLEASE).

If you have anything that you want to have included in THE GeN then send it to me at the address on the back page. Articles etc. can also be emailed to me with the attached article in almost any format.

There's the second concluding part of Dick Stapley's Arcore Revival Internazionale experience and the third part of Stepen Harvie's major contribution continuing his travels through France.

I hope to see lots of members at the Yorkshire Air Museum for the Gilera Day. Thanks to Rob Thorne the Network's new P.R.O for sending me the details of the event for inclusion in this issue of THE GeN.

This issue of THE GeN was a little panicked due to me not really knowing what I let myself in for so I hope it compares well with the many previous high quality issues edited by Pete Fisher.

Word From The New Secretary

Hello from the new (not necessarily improved!) Secretary.

...well it's a tough job but somebody had to do it!

I think I must have coughed at the wrong moment during the AGM, and was promptly elected New Club Secretary. Ah well, I'll give it a go.

Firstly, a big thank you must go to Pete for all his efforts and enthusiasm over the last six years. I think the 'Network' will continue to have (in a back seat / behind the scenes way) his help at shows etc. in the future.

As for me, I own a Nordwest, I've had it from new (Oct. 93) and love it to bits! (It's actually not in bits at the moment, which is quite remarkable!) My Gilera knowledge however is limited, which is where the whole 'Network' idea comes into it's own.

So keep sending in your ideas, comments, questions (and answers to questions), advice tuning tips, near death experiences, babes / blokes on bikes photo's (Delete as appropriate!) to keep the magazine ticking over. By the way, as I have not yet got to grips with modern technology and if you wish to contact me you can phone me or use the 'snail-mail' as I think it's called. Anyway, it looks like the suns finally out so I'm off for a blast.

Words by

Mike Riley

GILERA NETWORK

AGM

Minutes of the seventh Annual General Meeting of the Gilera Network held at the 'Stewpony', Stourton, Staffs. on 16 July 2000.

The meeting opened at 2.45 with 10 members in attendance.

Apologies for absence

Freddie George
Ian Calvert
Claudia Crutwell
Geoff Woodcock
Dick Stapley
Ian Robinson
Robin Sims
David Riley
Nick Bell

Minutes of the meeting held on 22 August 1999

The minutes of the meeting held at 'The Stewpony' on 22 August 1999 having been published in GeN#22, Richie Round proposed and Mike Riley seconded that they be accepted as a true record. There were no matters arising.

Chairman's Report

David Champion reported that things had carried on much as before. Membership tended to settle around

100+. There had been a (very wet) Spring Gathering, and we had attended the BMF Show.

The Chairman has met the person responsible at Piaggio for the new 'big bike' project. The factory realise that just another 600 sports bike will not sell. It will be something exceptional featuring a Suzuki engine in a Bimota designed chassis, and a factory run 'owners club' akin the Harley Owners Group and the Riders Association of Triumph is planned. This will be a very different kind of organisation from the Gilera Network.

The Runner is the 5th best selling bike in the UK. The H@K, GSM and Coguar are selling well and the DNA will go on sale from next month as a 50.

The new 'big bike' is due in 2002 and will only be available via a very limited dealership.

At this point, members raised the need to recruit more Runner riders via publicity and advertising. 'Scootering' magazine has decided that the DNA is not a scooter and will not be covering that model.

David stressed the need for some new blood on the committee and suggested a limit on the length committee posts could be held might encourage other members to get involved.

Treasurer's Report

In the absence of a Treasurer since soon after the 1999 AGM Pete Fisher presented some provisional accounts which showed that the financial situation was healthy, despite the 1999 Cadwell Track Day not resulting in any income (but neither did it make a loss). The new Treasurer might be able to put a reasonable amount on deposit at a better rate of interest than the 'Treasurer Account'. Rob Pearce suggested opening a separate account so long as funds were readily accessible if required.

Membership Secretary's Report

Les Wassall reported that as of that day there were 91 paid up members. Attendance at the BMF and Classic Mechanics Shows had swelled numbers and Bob Wright was a regular source of membership enquiries.

Clothing sales were slow but steady and showed a small profit as well as a small stock of items ready for sale.

Les expressed his willingness to stand again.

Secretary's Report

Pete Fisher reported that once again there had been no committee meetings to write minutes for. He made it clear that he was not prepared to continue in this post and that the Secretary and Editor needed to be made separate jobs.

Editor's Report

Pete Fisher made a plea on behalf of whoever was to be editor for more copy. He thanked all the regular contributors for their help.

PRO's Report

Ian Calvert had asked that the committee should give the PRO direction. Rob Pearce said that the PRO needed a budget to pay for adverts. Rob Thorne suggested borrowing a DNA for a road test.

Election of Officers

Treasurer

Richie Round volunteered. Proposed Mike Riley, seconded Rob Thorne. There being no other nominations he was elected.

PRO

Rob Thorne expressed an interest in this post. The Secretary said that he was sure Ian Calvert would be happy to stand down in his favour. There was a discussion as to what the PRO needed to do. It was decided that press releases in conjunction with the launch of the DNA were required together with keeping magazines up to date with our contact detail. Les Wassall proposed Rob Thorne and Rob Pearce seconded. There being no other nominations he was duly elected. Rob Pearce suggested that a national event be organised possibly in conjunction with Piaggio.

Secretary

Pete Fisher explained what the post entailed. Mike Riley volunteered. Rob Pearce proposed and Rob Thorne seconded. There being no other nominations he was duly elected. Les Wassall asked whether there was a quorum rule for the committee. There is no rule, however, it was agreed that probably a minimum of three members including the Secretary was advisable.

Membership Secretary

As Les Wassall was willing to continue in the post and as there were no other nominations he was duly elected.

Editor

Gary Cooper expressed an interest in the post. Pete Fisher offered to assist by getting the finished GeN printed and posted, and also to prepare the 2000/2001 Members List.

There was some discussion of the format of 'The GeN' with several suggestions including the occasional 'super-glossy' issue concentrating on photos.

Rob Thorne proposed Gary and Pete Fisher seconded. There being no other nominations he was duly elected.

Chairman

As David Champion was willing to continue in the post and there were no other nominations he was re-

elected.

Proposals from Members

Freddie George had proposed in writing that the name of the association be changed to "The Gilera Owners Club". The proposal was discussed particularly in view of the possible introduction of a 'factory' club. Les Wassall pointed out the investment in clothing design set-up and clothing stocks. There being no seconder for the proposal it was not put to a vote.

Les Wassall asked for clarification of the Family Membership and asked for it to be publicised in 'The GeN'. It was agreed that on payment of an additional 50% of current subscription registered members of a family would have all rights of membership including voting at meetings but would receive only one magazine per family.

Any other business

The Chairman explained the position regarding the internet domain gilera.co.uk. We had been requested to release it to Piaggio. We had responded by asking permission to register gilera.org.uk instead. There being no response we would retain the present arrangements.

Rob Thorne asked how material could be submitted for use on the web site. Pete Fisher said that for the time being he would continue to maintain it and encouraged anyone who wanted to submit pages to email them to him. The question of how to improve

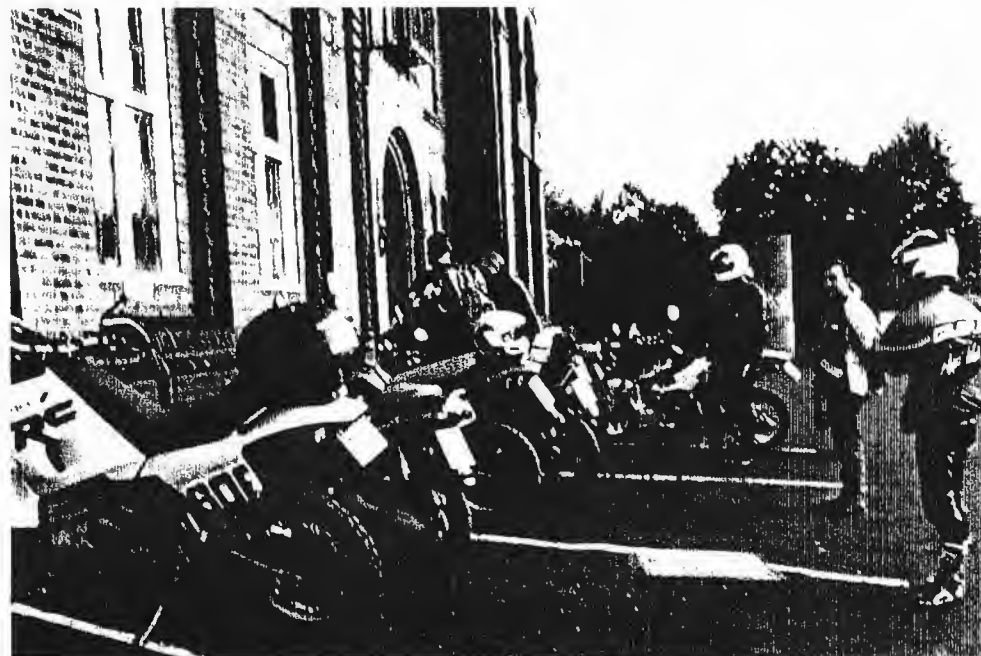
attendance at the AGM was discussed. Other than threatening the imminent demise of the association prior to every AGM it was suggested that it should be held in connection with a national event. The new committee to discuss possibilities. David Champion thanked everyone for attending. Pete Fisher thanked all

those that had volunteered to fill posts for keeping the Gilera Network alive.

The meeting closed at 4.30 pm.

Words By

Peter Fisher



Chairman's Chat

Firstly I must welcome several new members to the committee and thank them for offering to spend time and effort promoting our passion.

Secondly I must say thank you on behalf of us all to Pete Fisher for all his efforts on behalf of the Gilera Network. Pete was instrumental in the GeN being started and since then he more than anyone has worked to ensure it's survival and growth. Now he wants a bit more time to do other things but he has not left the country and he will still be running the all-important web site. Thanks Pete.

What news of Gilera products? Well the Coguar is selling very well. The H@K and GSM have been well received and are becoming a serious competitor in the 50 market. The first deliveries of the DNA 50 have arrived and very good they are. They look good, they ride well and surprise, surprise they are selling well. Only problem is that it's a restricted 50 and everybody wants to make them go supersonic. The 125 and 180 are due early next year so lets hope people can wait.

There is something to tell about each of the above so, starting with the Coguar. Earlier in the year people started to notice that the speedos under read badly, Italy were informed and CEV, the manufacture soon produced recalibrated units. These have been fitted to all bikes supplied since July and all existing bikes are being recalled to have new speedos

fitted.

H@K and GSM are supplied as 30 mph mopeds and this does not make them the most enjoyable things to ride. Doing 30 mph on a six speed bike means your left ankle gets worn out amazingly quickly. Yes you guessed it, everyone wants them de-restricted. De-restricting them does make them technically illegal as they are only homologated as mopeds, but like most mopeds they end up going a bit faster than the good law intended. The only restriction is in the end of the exhaust where it plugs into the engine. The last inch of the pipe is a steel bar with a small hole drilled through it. To de-restrict it the hole needs to be enlarged to about 3/4 inch. Two problems. 'One' the steel bar is case hardened to conform to anti tamper laws and 'two' drilling a 3/4 inch hole through an inch of steel that you can not hold in a drill press is not easy. The solution to the case hardening is to heat the end of the bar up to cherry red and let it cool down naturally (do not quench it), this will soften the hardened surface. There is no easy solution to drilling the hole but it may be worth finding an old exhaust pipe of the right diameter. Then cut the bar section off and weld a piece of the exhaust pipe on to replace the bar. Once this is done the carburettor needs a larger main jet. The carburettor is a Dellorto and uses a normal main jet. The original is a #58 and it should be replaced with a larger one, I have had conflicting information from different people but I think a #72 or #74 should be right. Maybe it could be a bit smaller, hopefully I will get some feed back.

Piaggio do not supply these jets but Contact Developments 0118-943-1180 or Malossi 0115-9462991 will be able to help. There is a non-cat exhaust available for the Spanish market and that will give even more power, part number to order is 813888 (£57.22 +vat) fit at least #66 main jet for this one. Remember it is always better to over jet, if it is running weak it will seize sooner or later.

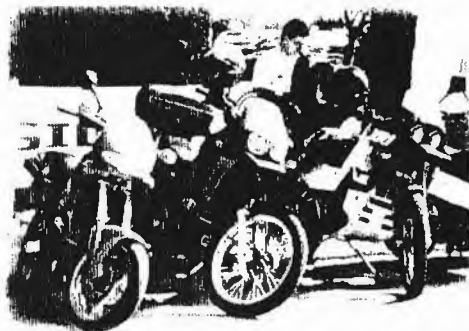
The first batch of DNA 50's have a problem with the dummy tank / helmet compartment lid not closing easily. There are modified catches available and these are now being fitted to production bikes. Existing bikes should be modified under warranty. Piaggio are still planning to unveil the new 600cc bikes at Milan next year and are still promising three versions but there are no more details or any pictures yet. I am sure MCN will have

the usual artists impression soon. Mick Walkers book about Gilera is now in the shops at £19.95. Fairly well written and presented. I would certainly recommend you put it on your Christmas list. Also the Italian magazine Motociclismo have a book out in English that is based around the story as it has been told over the years in the magazine. Plenty of good photos and interesting text. I had hoped to get some by now but it is proving difficult to find someone to supply them and they do not have an 'ISBN' number. I hope that I have got it sorted now and it looks as if they could be here soon at a cost of £17.95 + p&p. Give me a call or ask Bob Wright who will get some as soon as they arrive. Well worth the money if I can get them.

Words and Picture By
David Champion



ARCORE 2000
The Gilera Quest
 (Continued from Issue 25)



I was up early on Saturday to prep and clean the bikes for the show. Even so it was slow to dawn on me that this was it. What we came for was happening now! The car park across from the camping had become the registration area with a very posh tent inhabited by stylish girls in matching red Gilera mini skirts and T shirts. Even the Cops were in their best uniforms strutting their stuff with their traffic control lollipops stuck down their boots. 'Titter ye not' as Frankie Howard used to say. Posing is a national pass time in Italy. Hmm. It looked like we would fit right in.

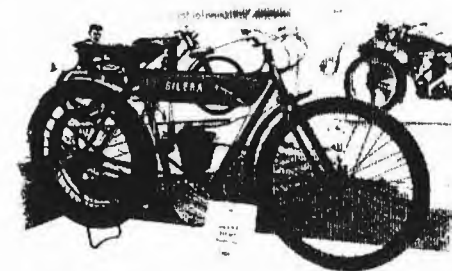
Signing up for the event was straight forward enough except for the decision about the evening's entertainment. This was billed as a formal dinner jacket do. Geoff Duke was guest of honour and it was certainly something we wanted to attend. As I'm sure you can imagine, being 800 miles from home and under canvas we were not in a position to smarten up. Reluctantly

we refrained from purchasing tickets. The day's events started with an escorted run from registration to a closed street adjacent to the static show. It wasn't far but the police did their best to make it fun. It always makes my day to speed in town and ride through bright red traffic signals with complete impunity. Naughty naughty. The closed street was where all the participants could mingle with one another for a good session of mutual admiration. We gave as good as we got but boy did we get admired. Our version of a 2000 Northwest went down a storm and even the XRT had it's own admirers. My crash hat is still tight. We checked out all the historical Gileras on display at the Chateau and chatted in what ever bits of language we could come up with Italian, German, English all took a good battering that day. Soon enough we were being asked to assemble for another escorted ride. This time to the Monza Track for a little more posing in a reserved paddock but mainly for the parade laps of the hallowed Tarmac. The parade was lead by the four cylinder racers ridden by riders of the same era as the bikes. I'm sorry I can't be more specific but these guys must have been famous because they drew crowds where ever they went. The atmosphere was brilliant. We were surrounded by hundreds of beautifully restored machines which were originally built well before the words exhaust pipe were superseded by the word silencer! A great big grin spread across my face as we moved out to the start line. Wow what a cacophony. We think our Nordy is loud but Kay had to feel for the

vibrations to know it was running. Then it was off for our parade laps. Parade my foot! Riders were hanging back so they could dice together at the rear. Others were harassing the pace car. Notably Pat, one of the three other British Network members, 'accidentally' overtook the pace car and had to be reeled in. When he did it again he was banned from Sunday's parade. Three laps later and it was done. I had given the XRT the most spirited ride that I had dared bearing in mind I wanted to ride it home. Kay had ridden her first race track ever and enjoyed it. This was the first milestone of our Quest achieved. The bragging rights were ours even if we went home on the bus. The rest of the day was our own. We met lots of folk but two in particular turned into friends. An Italian and a German. The Italian, Dario, was local and keen for us to attend the evening dinner with him. We explained our circumstances but he was insistent. He invited to go to his house later on to clean up and to borrow some clothes. We accepted. Suddenly the evening was looking better.

The Gilera event was only a part of the proceedings at Monza that weekend. There were at least two other bike clubs having shows, there was a big autojumble and lots of historic car racing. We had a bit of a look round but our assistance was requested by led and Pat who had suffered a little misfortune with their bikes. All three had set off for Monza from Arcore. One expired on the way in, leaving two for the parade lap. Whilst Pat was harassing the pace car

his son Olly took to the grass during his successful attempt at wrestling the seized fifty to a halt. Well done that man. Their truck was in Arcore so I took Jed on the back of the XRT to fetch it. Now the one description that best fits Jed and his friends is "laid back". So instead of hurrying straight back to the track Jed joined us in a visit to the grave of the Great Man Guisepe Gilera and his son Ferruccio which, it turned out, was in the cemetery behind our camp site. The mausoleum was a singularly smart affair, all indoors, clad in marble and adorned with pictures, sculptures and carvings. Moreover the whole Cemetery was immaculate. At this point I felt more like a Pilgrim than a



tourist. What do you mean? He only made motorcycles! So after paying our respects we returned to the land of the living, Jed went to the assistance of his friends and Kay and I returned to the campsite to chill out for a while. That was not to be however as our German pal Stephan showed up with his camera to shoot the bikes. It turned out that he is a freelance journalist and knew my old pals from the original AWOL, a British Biker Mag for which I used to write. He said our

Gileras would appear in a German publication at some point in the autumn. We had to hurry him up as it was fast approaching five o'clock, the time we had arranged to meet Dario and his family. Oh and, by the way, the sky was turning black.

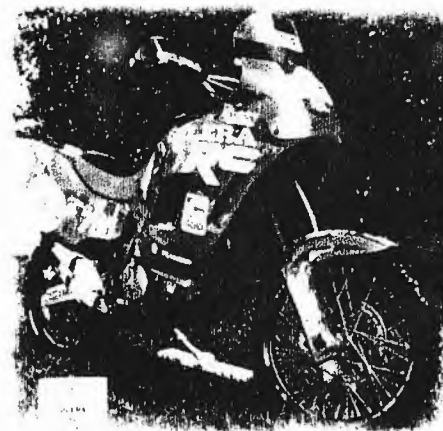
It was just starting to rain as we reached Dario's so he insisted we park our bikes in his garage. The hospitality we were given was second to none. Thanks to the generosity of Dario's brother and his sister we walked out of there smart enough to get into the Ritz. I should explain that Dario is well over six feet tall and broad but the rest of his family were more our size. Dario took us to the Dinner by car which was just as well as it was pouring now. Strangely it eased up as we walked from where we parked but once we were inside the aluminium framed marquee it set off raining in earnest. The noise it made on the canvas roof gave the atmosphere a strange buzz. It was a swanky do alright set out using round tables which sat around ten. Each place was set with a silver platter and more cutlery than I would normally use in a week. Fortunately we were not the only ones without the absolute formal dress so we felt comfortable. Whilst we were being escorted to our seats the rain increased to storm proportions including thunder and lightening. I thought of our little tent and wondered if we still had somewhere to sleep. I needn't have worried about our tent but the marquee was developing a problem. Marquees don't have gutters so the rain water runs down the sides and in this case across the beautifully

carpeted slightly sloping floor. It took around ten minutes for the bow wave to cross the whole room. The cool thing was that no one took the slightest bit of notice.

The proceedings were lengthy but absorbing. The food very tasty and came in moderate portions which was sensible as there were five courses. I was full to the brim by course three when the speeches and presentations began. Now that's good event management. They began with a brilliant short video set to rock music which covered Gilera's sporting prowess in all fields. The opening track was "Don't Fear the Reaper" which I thought may have been a dig at Piaggio for killing off Gilera in the early nineties. The Mayor of Arcore then had something to say as did the President of the Gilera Club of Arcore, Lucca. He was followed by several other folk including the Production Manager of Piaggio who made a speech about the revival of full size motorcycles in Gilera's name. Dario was sceptical. Geof Duke was up next interpreted by Lucca. It was clear from his speech that he was seriously grateful for the success and support he received from Gilera, both the marque and the man. This section of the evening was concluded by a demonstration of a new super web site but the assembled wanted more food so the demo wasn't given the attention it deserved. Two splendid courses later it was time for a monumental back patting session. It seemed like everyone in the room was eventually invited up on stage for a photo call. I got the feeling that I should have been very impressed with

the company I was in but I had no idea who was who. Still we applauded in all the right places. Kay and I were given our moment on stage as part of the farthest travelled group. Dario told me that they mentioned we made the whole journey on Gileras. Coffee was served to end the proceedings and the evening was over. Thankfully the rain had eased to a drizzle.

The morning dawned bright and hot. We broke camp and strapped all our kit back in place. Today the bikes were on show in their battle dress. It was time for more of the same. The schedule for Sunday was the same as Saturday only, as I suspected, more people turned up. This increased the interest for the show but the parade lap was more of a procession than the day before. I took the Nordy out and Kay got the snaps for the album. The temperatures were high for both days of the event with no rain during the day. It would have been easy to get very thirsty were it not for the hospitality tents at every stop. Any participant could pick up free soft



drinks at any time to replace the liquid they lost sweating. There were salty nibbles too so they had obviously thought it through.

We all left Monza earlier than Saturday to go back to the Chateau area in Arcore for a final pose down, buffet and a chat. We had expressed a wish to see the old factory so before we left for the first short leg of our return journey Dario acted as tour guide and showed us the sights. At the Factory the office buildings which front the street are still smart and intact, as is the adjacent house which I gather was Gilera's home. Around the back at the business end the factory has been split up into separate units but is essentially as it was. We were then shown a motorcycle shop owned by someone called Albino who Dario told me had prepared the Gilera fours for the weekend's activities. Then as a final treat we were escorted down a long lane just outside the town. This was where the factory testers would ride the proto types before they went for more extensive tests at Monza. It was a fully open public highway but apparently no one cared. Lovely. We said our goodbyes to Dario, thanked him over and over for his hospitality and friendship and headed back to the lakes area to camp.

Return journeys can be an anticlimax, especially after an event as good as the Revival Internationale but we had that covered. We still had to make the BMF on Saturday and the ferry by Wednesday. To add to the excitement we were knackered and the sprocket carrier bearing on the Nordy was

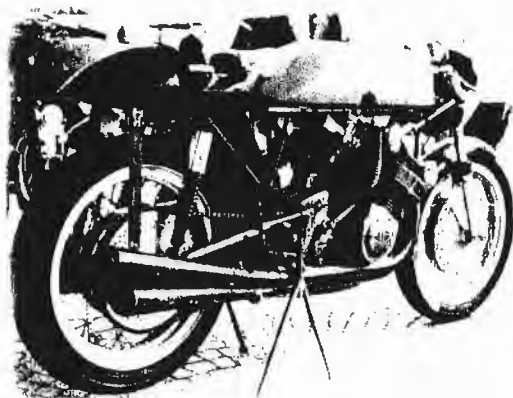
giving up! Our attention was focused, and our bums were about to be numbed by a sixty m.p.h. cap we imposed to ease the pressure on the ailing bearing. The route home that we chose was up the side of lake Maggiore, into Switzerland over the Simplon pass to Lac Leman (Lake Geneva) and then right at Nyon for Lons Le Saunier. There after it was nearly the reverse of the way we came. We reckoned we could cover this route in three days even in our dazed state. I have to say that we gave up on camping and took to hotels for the rest of the trip. We blamed the extra travelling time, caused by our speed restriction, for using up the time we needed for pitching and breaking camp. Hmm, sounds feasible. Having said that we arrived early in Zeebrugge. This time was not wasted however as I used it to ring Bob Wright to order the parts to sort out the Nordy. The worn out bearing had knackered both sprockets and the chain. Not to worry it's all on the bill.

The ferry crossing was relaxing. I always book a posh cabin for the return trip with more space and all mod cons. This time it wasn't that necessary because of our retreat into hotels but pleasant just the same. Thursday was used up sleeping. Friday had been reserved for sorting out the camping kit and the bikes and that's exactly how it was used.

On Saturday we set off to complete the Quest. It took us a little longer to make Peterborough than we planned because my bike played up. I won't go into it here. It's far too irritating. To

our surprise the Gilera Network stand was well attended on the Saturday as well as the Sunday. Well done everyone. Lets do it again next year. Our evening trip to Peterborough in David Champion's van was entertaining. It was good to meet other Network members for a chat over a meal. What kind of a meal? I hear you ask. Pizza! What else?

Sunday's ride back to Hull was event free and certainly started to feel like the end of the holiday. However we had one last treat in store. The bottle of Gilera wine we bought at the Revival. Once home we got a curry from the take away and settled in on the couch to celebrate the completion of the Quest. Then to top it off nicely I turned to Eurosport to find the World Superbike highlights had just come on from Monza Italy. Perfik.

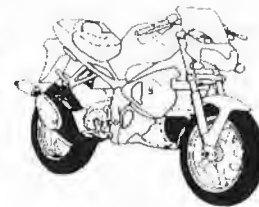


Words and Pictures By
Dick Stapley



GILERA

Twist & Go

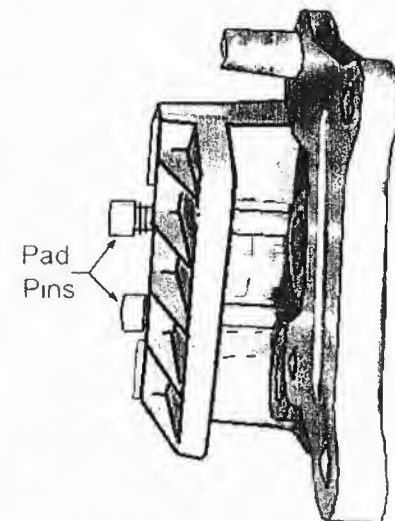
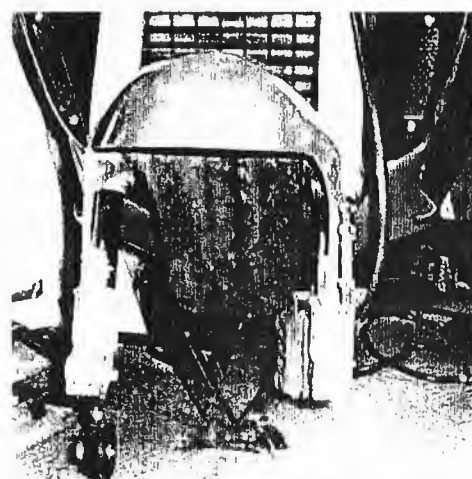


If anyone wants to upgrade their Runners front disk brake, here's how.

Front Wheel Removal: To do this first find something to put under the Runner to safely keep the front end off the ground while the Runner is on its centre stand, I used a car scissors jack as in the photo. As you look at the front of the Runner remove the 18mm axle nut on the disk side of the forks. Then slacken the two hex head bolts at the bottom of the right fork leg. While holding the wheel slide the axle out towards the right side. Take great care when the wheel is free as the speedometer drive cable and drive unit is located on the right side of the wheel and between two pins on the right fork leg. Don't let the wheel drop

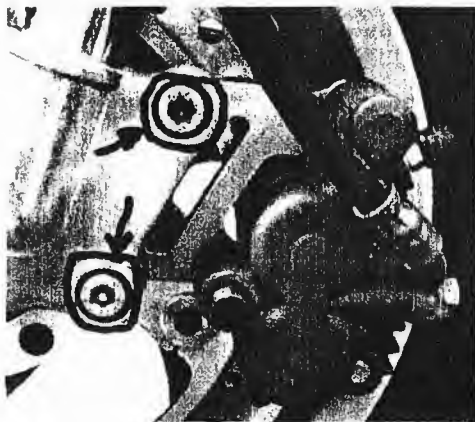
and stretch and break the speedometer cable. The speedometer cable drive unit will freely pull away from the wheel.

Brake Calliper and Pad: Look at the two pads in the calliper before removal and remember which pad goes on what side of the disk. To remove the old pads first remove the hex head retaining pins, these are shown partly removed in the photo. The pads will now slide out. Have a look at the calliper and remove any loose debris with something like an old toothbrush. Inspect the condition of the brake pistons for signs of



corrosion. The pad retaining pins should be cleaned and polished to remove any marks from pad friction material debris and road grime. Once clean a little copper grease should be smeared over the pin to provide a smooth surface for the brake pads to slide along.

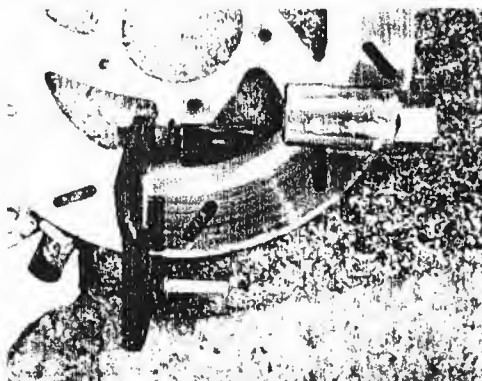
Next slacken off the hex nuts that hold the calliper bracket to the fork leg. The



bracket shown is the new replacement, the old bracket looks like the one in the lower picture (or will do when the calliper is eased off. Remove the hex nuts but remember to also hold the calliper so it doesn't drop to the floor putting strain on the hydraulic hose. Once the calliper and bracket are off the forks you can remove the bracket by sliding it from the calliper, be sure to release the small rubber dust bellows from the bracket as they are attached to the calliper. Tie the calliper to the forks etc to prevent strain on the hydraulic hose.

Now working on the old calliper bracket. You have to remove the two

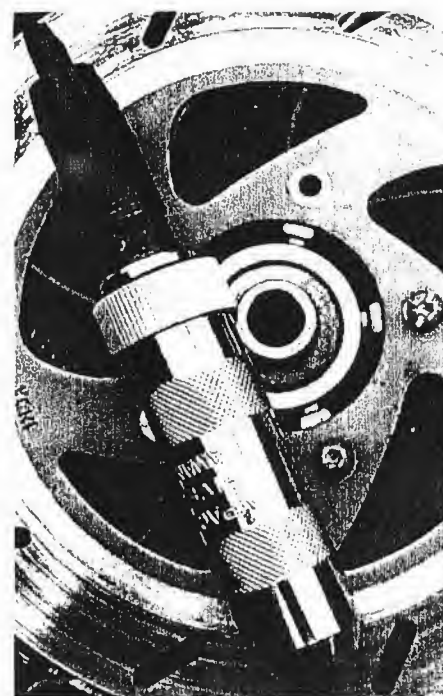
slide pins. The lower one can be unbolted but keep the washers as



they need to go back on the new bracket. The top slide pin is an interference fit into the bracket and must be carefully drifted off. The pin will drift out by supporting the bracket on something like a large socket and then carefully hitting the end of the slide pin with a hammer or pressing it out in a vice. The top slide pin can then be drifted back into the new bracket. Take care not to mark the slide surface of the pin as this will prevent the calliper from sliding in use. Apply a little oil to the slide pins and then remount the calliper on them, remember to locate the dust bellows back in their grooves on the pins. The calliper and bracket can now be remounted on the fork leg. Clean and apply a little copper grease to the hex bolts and tighten them to 20-25 Nm.

Brake Disk Replacement: Getting the old disk off the wheel can be frustrating. The original Gilera hex bolts on the disk aren't the hardest of metals. Because the hex bolts were

originally fitted using thread lock you will need an Impact wrench like the one in the photo. You will also need the correct size hex bit for it. Place the hex bit and impact wrench in the bolts in turn and hit the impact wrench until the thread locks grip is broken. If you are lucky then all five bolts will come free. If you aren't lucky (only two of my bolts came out the easy way) then the hex bit will just spin in the bolt head as the soft bolt deforms. If this happens then get the hacksaw out and cut a groove in the bolt head as in the photo and use a large flat screwdriver bit in the impact driver.



Once the old disk is off clean the disk mounting surface. Also you will need to clean the old thread lock compound from the threads in the wheel. I did this using a 6mm thread tapper. You

will need a new set of disk bolts (PM Tuning disk uses Gilera original bolts Malossi disk uses countersunk bolts). Degrease the new bolts with meths or white spirits then apply thread lock as described by the thread lock manufacturers instructions to each bolt. Fasten the new disk with the bolts, the bolts should be torqued to 6Nm.

Front Wheel Fitting: It's easier to fit the wheel before fitting the new brake pads because of the lack of clearance between the calliper and wheel rim. Take care to reposition the speedometer drive unit on the wheel and locate it with the pins on the right fork leg. The axle bolt and nut can be replaced and tightened to 40 - 50Nm. The hex head bolts at the bottom of the right fork leg should also be tightened but not excessively as the threads in the fork are aluminium.

Brake Pad Fitting: The back of the brake pads should be thinly coated in copper grease before sliding them in to position in the calliper, remembering which pad goes on what side of the disk as observed before removing the old pads. Push the pads against the spring inside the calliper to align the holes in the pads and calliper so the retaining pins can be inserted and secured using a long Hex key.

Is it done: Before testing the brake check all the fastenings and pump the brake lever a few times until the lever feels firm. You should be ready for a road test now. Take some time to get used to the new brake. My initial brake performance wasn't much better than the standard disk but after

50 miles of running in the performance gradually increase together with an immense increase in brake feel. Just be aware that under heavy braking the rear wheel may start to slightly lift due to the greatly increased stopping power.

The parts featured in the above are: large disk rotor by Malossi, calliper bracket by PM Tuning and brake pads by EBC

Gilera DNA

I managed to have a look at a few examples of the DNA 50cc in my dealers showroom. They looked very impressive, looking better in the flesh than in photo's. I'm just waiting for the 180cc version to appear. However the dealer was getting a few complaints back from customers regarding the fit and lock/closing action of the storage area lid (fake fuel tank). At that time no cure was available but according to 'Chairman's Chat' there now is.

New Magazine

There is a new magazine on the shelf now just for automatic scooters. The magazine is called "Twist & Go" and is produced by the same group as "Scootering". The first issue was published on 10 August.

Words and Pictures By

Gary Cooper

The Last Waltz

Day 5 -Thursday 9th. September -"Another Year In Provence"

Best morning so far. Hot from 8am onwards as a campsite breakfast, petrol top up and a couple of wide angled photos of the castle were taken prior to departure towards Beziers, another famous Rugby town with an equally impressive town centre fort. At Pezenas postcards were written in the shade of the tiny church then the weekend's money was extracted from a cash point in the bustling market place. The next stage was hard going in the heat through Montpellier so I decided to stop for a proper meal at lunchtime, choosing Paella, as I was close to Spain. on the terrace of a roadside brasserie. The place was full inside the air conditioned salon but I was the only one dining outside "mad dogs and English men come to mind!" so what should have been a pleasant repas turned into an uncomfortable chore. Still one learns all the time. The heat became too much on the next leg over the Camargue so several extra stops were needed for water and sestas in the shade before tackling Marseille where a temperature gauge over the motorway was registering 39 degrees Celsius.

I drove right through France's second city at rush hour with all its bustling Mediteranian culture. I can't imagine how it could have been wrecked by

fanatical followers of Margaret of Grantham when they fought against the local youth and immigrant North African workers just over a year previously during Mondial 98.

A quick stop off for provisions at Cuges, then I attacked the many upward hairpin bends to Le Castellet like a demented Super-Moto rider (as demented as one can be on a 25 year old Italian lightweight) and only one vehicle managed to pass me -a fully laden Renault Espace !. A celebratory Pastis was taken at the summit as I did not want to turn up too early for fellow Bol aficionado Andy Leppard's agreed 7pm tea on arrival as was the normal practice. It was good to hear the banter from the punters outside the cafe, describing their respective journeys, although all in different languages the end result is as predictable as ever with exaggerated speed, incidents and travel stories illustrated with a variety of animated gestures and accompanying mechanical noises.

Arrival at Camp Ricard on time (punctuality excellent as usual) but not hungry enough for an Andy supper was greeted by the usual gratis beer before the tent was erected eventually despite the incessant inquisition of various nationalities amazed at how this mad Scotsman had circumnavigated half of Western Europe to reach this destination from Edinburgh (?) in only 5 days on such a petite moto. Obviously the more free beers I received combined with the ever increasing questioning from more recent arrivals from all parts of Europe

the faster and shorter my journey had become. Therefore by midnight I had even convinced myself that I had only left the homely comforts of Scotland after breakfast the previous day and I had made the journey taking in Amsterdam and Berlin on the way.

Night practice for the Vingt Quatres Heures was watched, only 1 hours, instead of the usual 4 of previous years when each team only had 2 riders apiece not 4 and there was no street lighting round the track, there were many more British entrants and even the odd European machine put up a veritable challenge. Typical thoughts from crusty old traditionalist Harvie. Still the sight of 90 odd sets of headlights weaving up the Mistral straight at ridiculous speeds justifies all the effort put in over the previous week's travel.

The anticipated good night's sleep before 2 days of forced insomnia did not materialise as we were camped next to the "Mad Swiss" contingent who arrive in a series of buses, vans, lorries and cars containing enough equipment to cater for their 20 bike entourage which would turn up later the next day. They are renowned for their animated vehicles in situ which in the past have included a bath with a V8 engine installed, motorised skateboards, cycles minus tyres plus various off road machinery associated with that priceless avante garde circus Archaos. This year they only had a strange looking and sounding pedal car but all their usual colourful characters were present as usual. Their infamous behaviour meant that all the

other "nutters" tried to outdo them in the decibel stakes all night as they drove past towing uprooted trees for firewood and reallocating wheelie bins with no respect for their law abiding neighbours.

Day 6 -Friday 10th September. - "Star Attractions."

A tired and subdued hero emerged from the tent and was soon refreshed after a quick shower before the ablutions became impossible for the rest of the weekend breakfast courtesy of Andre was consumed and then it was confirmed by fellow camper and proper motorcycling journalist Neil Murray that this year's race would be the last to be held at Ricard as that nice Mr Ecclestone had bought the circuit to turn it into a computerised, mobile phone, internet coordinated, tobacco sponsored theme park for television executives occasionally leased out to Fiat and Pirrelli for photo shoot, for their latest calendars. Inevitable despondency set in amongst the UK clientele present as many of them had been coming here since the first Castellet Bol in 1978 and myself had only missed 2 since 1984.

Morning practice was watched with only two British teams these days. Our adopted side was the Phase One outfit with whom over the years we had become friendly with and knew some of the mechanics and support staff from previous Spa and German races. This time they tracked 3 non UK riders but many of the works teams sported the best of British (mostly Scottish) Rymer, Hislop, Mor-

rison, Moody, Hayden, Witham and Mackenzie to name but a few. Unfortunately few of the estimated 120,000 people present at Ricard take actual racing as serious as we do.

Practice over. It was off down the treacherous Route National 8, with Andy on his 900 Yamaha Diversion, trying to avoid the nutters overtaking blindly on the numerous, straw bale protected, hairpin bends to get provisioned up in the town of Le Busset. The heat was so oppressive now that it was a relief to walk about in the chilled corridors of a supermarket. The return journey was equally as exciting as the descent as I was amazed at the angles of lean some bikes were achieving in the corners only to realise that everyone due to the dense traffic congestion was travelling at the same speed and me on the Arcore was similarly angled despite skinny tyres and drum brakes.

Back at Camp Ricard, the rest of the day was spent eating and drinking in between doing interviews for various nationalities regarding the unique Gilera characteristics whilst welcoming old and new acquaintance, when they arrived, with Le Patron as always organising them perfectly. In rare moments of inactivity we would guess the home town departures of the French bikers by comparing their registration plate department (County) numbers as they were now arriving in droves, extensively loaded up for the weekend alongside many Spanish and Italian trippers. There were very few from Paris as the capital's inhabitants seem as reluctant as our own Cockneys to travel outside there safe comfortable

environment. There did not seem to be as many Brits as usual as many had chosen to go and watch "Foggy" win the boring old World Superbike title at Hockenheim instead. In his day he was a top endurance racer but still could not cut it in the Blue Ribband Grand Prix so will never rate alongside Duke, Surtees, Hailwood, Read, Ivy or even Barry Sheene in Britain's Hall of Fame in my opinion. Last to arrive before tea were the two remaining members of the Fazed Out team -Paul Ricketts, the "Romford Bulldog" on his TL 1000 Suzuki and Simon Rogans, the "Superior Medway Brickie" on a Triumph Trident (new model) that I had borrowed for assessment a fortnight previous. They had spent the week cruising down through Switzerland and Italy terrorising innocent German tourists. "Montrose Dave", an oil rig worker and annual pilgrim was, the final guest present so the evening was spent in recollecting old Bol D'Or's perfecting pit stops --the opening of beer and wine bottles and slagging off absent friends oblivious to the continual mayhem which constitutes Friday night at Apocalypse Mistral.

Day 7 - Saturday 11th September - "Apocalypse Now"

Saturday dawned as usual with the customary coffee laid on by monsieur Le Pard followed by a further Alto Rica and croissant at the nearby Vietnamese canteen, almost for nothing, due to an arithmetically challenged Nichole who served us, setting us up for an agonisingly hot race day. To avoid the attention the Gilera was get-

ting from the revolving public on their way round the outer circuit road and having to explain that it was not a two stroke, how long it had taken me etc, etc. and to prevent me from telling all and sundry it was not the same machine that back in 1992 I had actually led the race for the first lap 1 laps ! (A story that has bored many a person in kitchens at parties for the past 7 years!). I was ordered to go down to Le Beausset again to do the bread run for the jolly campers. Negotiating all those hairpin bends for a second time really appealed to me and I was down and back in just over an hour despite losing a glove as I re-entered the circuit.

More autograph signing sessions continued as I had gained additional notoriety passing through the 'Wheelie, burn-out, doughnut and stoppie' sections of the arena. Previous to my shopping trip, I had watched the 24 hour 'warm Up' to identify the various riders and machines while Phase One groupie Simon had gone into the paddock to obtain a all the race info and interview the participants with his camcorder for posterity. Also there had been a 'Boring old Farts' race in admiration of Olivier Chevallier, a top Gauloise Yamaha 250/350 GP rider from 1974 -1984 containing real noisy, smelly two strokes and similar racers from that golden era. Froggy Eric Saul was le vainqueur.

14.30 hours arrived and we adjourned en masse to the previously 'Terrain Interdit' slope opposite our hovel on the fastest part of the Mistral straight and with stopwatch in hand (It had

taken me a complete evening earlier in the week to programme it as I am really chronically digitally challenged) to witness, this the last of the Bol D'Or races on the Cote D'Azure. Like complete anoraks the 5 of us sat with our cameras, watches and programmes at the ready, aided with the odd Kronenburg from the 3pm start for the 1st. couple of hours coated in sunburn cream and wearing knotted handkerchiefs like Monty Python characters to protect us from the deadly sun's rays.

Enjoying the race completely, with Simon videoing the progress and Paul interviewing Guvnor Andy and myself like FI race pundits, the gradual pattern evolved into the usual early domination of the works (Honda, Yamaha, Suzuki and Kawasaki) teams with the real interest with the British no-hopers, assorted Ducati, Aprilla and Laverda also rans and the Chinese team but sadly no Team Crumphet this time. The rest of the 100,000 crowd do not show the same enthusiasm as our dedicated lot.

A quick siesta taken and then it is tea time with old Andy's yearly "Chicken Surprise" feeding us all. Fellow Scottish camper Montrose Dave arrives back from the beach at Bandol and we all head off to the village for the evening's entertainment. The Heavy Metal Group is given a wide berth so we make a beeline for the lesbian dominated 'Mutuelles des Motocyclistes' (French MAG) stage to take in the "Tortillas" country and western band with young Andy demonstrating his line dancing techniques to the fore with our accompanying loud he-haws and yodelling to the rear. The fitter of

us went for a southerly lap of the circuit to see the amazing light show of the 70 remaining bikes in the now pitch black but still hot night for the final time until I became 'tired and emotional' and separated from the others who returned to party.

Day 8 - Sunday 12th September - "Termine"

Gilera maestro Harvie was still 'T & B' for most of Sunday, so the various developments in the race, along with breakfast and lunch were avoided until the last hour. In the still blazing heat, the final rituals were regrettably devoured with a definite tight throat and tear filled sunglasses shaded eye for more than one of the punter, witnessing the coming to the end of an era for a lot of us. Life will not be the same again for many of those present, myself included, who built their lives around this great event.

Chequered flag out, race over, subdued celebrations, then within an hour campsite de-tented, a sad farewell to friends, comrades and fellow motorcyclists of various nationalities, probably never to meet again, it was off through the exit gates with their faded adverts of Pernod and Pastis for the last time, down the busy throbbing N8, past the OK Corral to Aubagne and the Autoroute du Soleil northwards, excitingly part of the "Wild Bunch" screaming through the gratis tolls and waving to the thousands of well wishing locals cramming the overhead motorway bridges. One's youth over (and middle age as well!) where now is life's direction?

Andy the governor was as usual the

last to depart sometime on the Monday, a captain going down with his ship or will he adapt to the clinical differences, of the new Bol at Magny Cours this time next year? Cockney wide boys Simon and Paul overtook me on the autoroute as despite leaving after them, I had got to the front of the pack by virtue of local knowledge, 70 Mph blasts and discrete overtaking

and the three of us met up at the campsite at Arles. In that famous Roman villa we had a well deserved swim, clean up and laundry before a Pizza meal enjoying the atmosphere of the Bull Fete and a post mortem of the final Bol was digested.

Words By

Steehen Harvie

Future Events

The Gilera Lecture 23rd September

This sounds like a very important event for Gilera Enthusiasts. David Tappin (not a Network Member) has organised the event, to be held at the Yorkshire Air Museum in Elvington. His previous organised lectures include Mike Hailwood, Agostini, Carl Fogarty, Jamie Whitham etc. and all seem to sell out. (I think capacity is about 400).

The event goes on all day from 11:00am with the lecture / slide show starting at 6:00pm.

VIP's attending include: Geoff Duke, Phil Read, Eleanor Quigley (Bob McIntyre's daughter) and famous names from Italy. Also I believe some bikes are being flown over too. Which will be ridden in a parade. There is also to be an auction (or raffle?) of

Gilera related artefacts.

Entry to the daytime event is free but the evening 'lecture' will cost £20 advance ticket. These area available from:

David Tappin,
31 Hookstone Oval,
Harrogate.
HG2 8QE

Cheques made payable to 'Yorkshire Air Museum' for further information can be contacted on 01423 887313.

Myself and other committee members will be going, with the possibility of having a club stand at the event. If anyone wants a ride up give me a phone and we could organise a convoy!

Words by

Mike Riley (Secretary)

Yorkshire Air Museum
23rd Sept 2000. £20.00

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250 F.B. Mondial
125 D.O.H.C. M.V. Agusta

The 7th Footman James

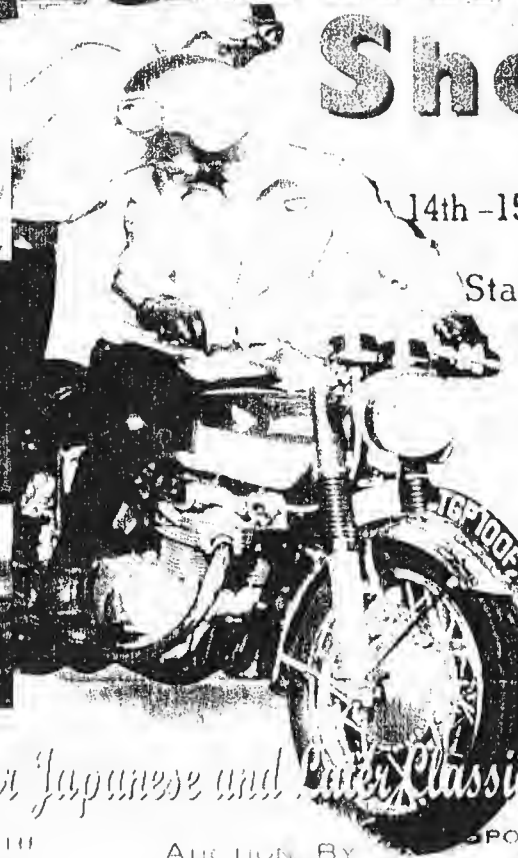
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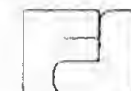
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GILERA NETWORK

Motorcycle Mechanics Show 14 & 15 October

Once again the Gilera Network has got an exhibitors space at the Stafford Showground. So if you would like your bike to form part of the club stand display please phone me so I can organise proceedings.

If you haven't been before, here is a brief rundown of what goes off.

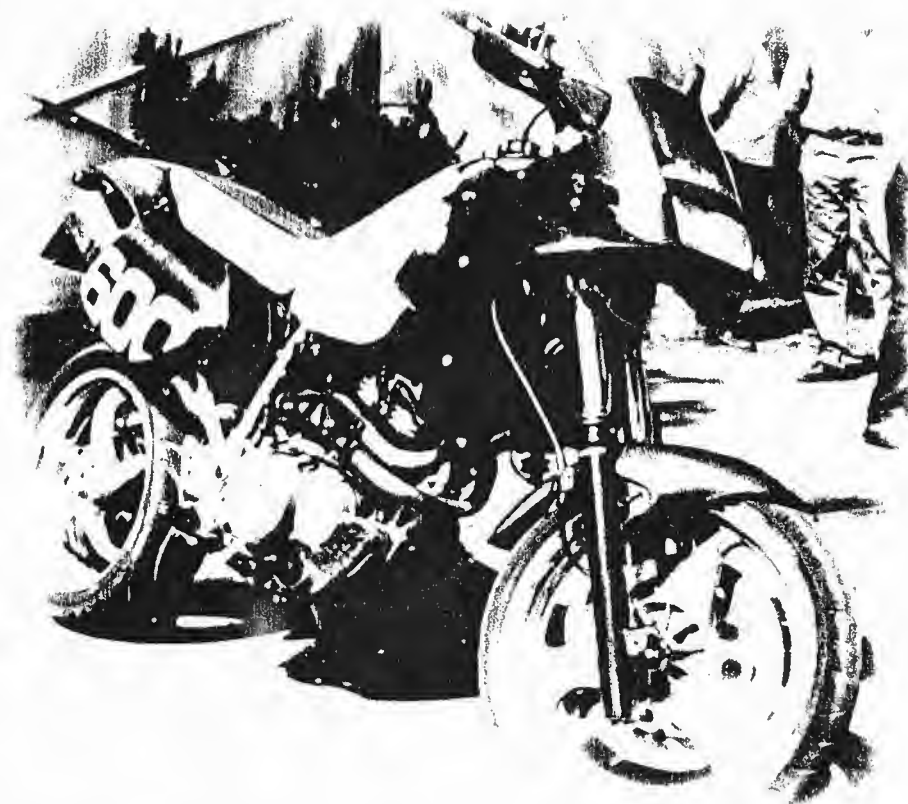
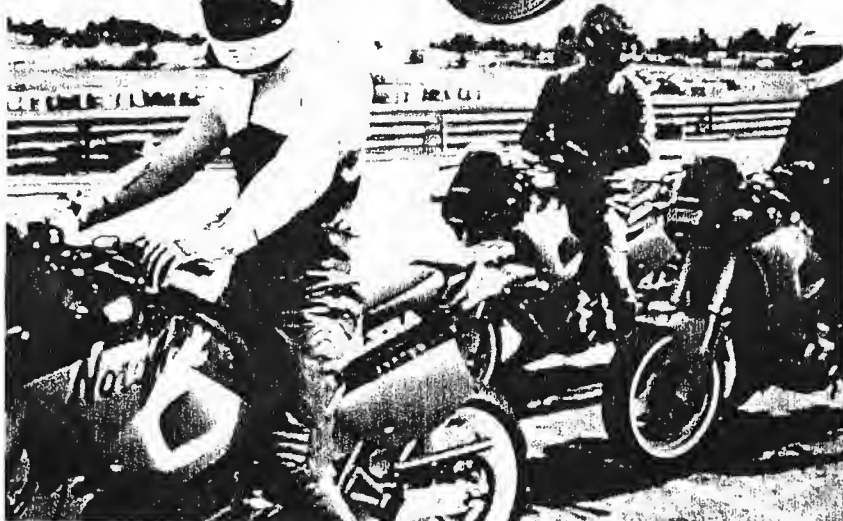
- Entry to the two day event will be **FREE** to exhibitors

- You will need to bring your bike to the event preferably on Friday 13th October from 4:00pm to 10:00pm or Saturday morning before 9:00am
- The bike will then **stay** in the display area (This is indoors) until Sunday night 6:00pm when dismantling begins.
- There is 24 Hr. security cover (and insurance cover)

Words By

Mike Riley (Secretary)

Three Sisters Track Day
Pictures By Les Wassall



Picture By Dick Stapley

FUTURE EVENTS

23 September : Gilera Day - The Yorkshire Air Museum, Halifax Way, Elvington, York.

14 & 15 October : Classic Motorcycle Mechanics Show - Stafford County Showground, Stafford.