

THE-GeN GILERA

Issue 28 — March 2001

The Gilera Network Newsletter
For Gilera Enthusiasts

Patron: Geoff Duke OBE

NETWORK



Inside This Issue:

- Chairman's Chat.
- Northwest Are The Others Catching Up.
- Technical Time
- Northwest Frontier
- Clonk Clonk
- For Sale / Wanted
- Christmas Draw
- The Last Walts
- Gilera Twist and Go
- Arrow Silencer
- Gilera Clothing
- Spring Gathering



The GeN Cover is sponsored by

BOB WRIGHT MOTORCYCLES

**4 ORCHARD STREET
WESTON-SUPER-MARE
AVON
BS23 1RQ**

Spare parts supplied for Gileras from the 50's to the 90's

50 cc and mopeds, 125/150/175 four-stroke,

98 cc two-stroke - even 300 twins!

Two-stroke TG/GR1 plus MX/Enduro 125.

As well as Saturno, NordWest, RC600 and GFR



Tel: 01934 413847

Fax: 01934 642221

www.bobwright.com



Editorial

The March issue is the hardest issue to fill with articles because it's the quietest period of the year as far as motorcycles go, that's why you'll notice the lack of photographs.

You'll notice that the Spring Gathering has been moved so it's later in the year, hopefully the foot and mouth outbreak will be over and the weather will have improved. There's two articles written by Simon Roberts concerning the Nordwest. There's the final part of The Last Walts by Stephen Harvie.

I'm still waiting for the 180cc Gilera DNA to be stocked by my local dealer. I went in to ask if he knew when they were expected in mid February, he didn't know exactly but thought it would be towards the end of March.

Since the last issue of the GeN the Gilera Network internet web page has been updated with photo's of the last events the Network attended. You can find it at www.gilera.co.uk/gilera

Anyone interested in the Cadwell Track Day please see the relevant article and help if you can.

If anyone has any material for THE GeN then send it to me by email or post.

Chairman's Chat

It's been raining! Oh you noticed. The never ending bad weather does mean that you should be giving your bike a little extra care. Have I said this before? Well the rain has been keeping on and so shall I.

Check and clean the brakes. Look inside drums and clean out any dirt, lubricate the mechanism. Disks need the holes cleaning out and the callipers need to be cleaned thoroughly and if the pads have slots they need to be cleaned. Also make sure that the pistons are not sticking or the seals leaking.

Check the electrics. Squirt some WD40 into the switches regularly. Unplug any block connectors and ideally pack them with waterproof grease to keep the wet out.

Lubricate all control cables regularly.

The chain is probably in a sorry state. It needs cleaning, lubricating and adjusting often. A Scot chain oiler or similar is by far the best way of looking after the chain. Not only does it lubricate it all the time but also it keeps throwing off the collected dirt. It is a wonderfully satisfying moment when you look at your filthy bike after a long wet ride and there is a nice clean well oiled chain.

Saturno owners be aware that if you use too much chain lube you will get a very hasty mess on the back of your left leg, oh you already knew! My solution was a Nordwest chain guard and a Scot Oiler. I can tell you how if you are interested.

Now I must tell you about something that is not really Gilera. The new 500cc twist and go Piaggio engine. The engine looks like a huge version of the existing engines. A single cylinder four valve, single over head cam four stroke with a balance shaft and fuel injection.

38 GILERA NETWORK 38

The only 500 at the moment is the X9 "super scooter", Piaggio's answer to the Bergman etc. But Piaggio are not going to develop a new engine purely for one scooter so what else could it be used for? A super DNA perhaps.

The X9 has fourteen inch wheels but like the smaller engines the rear wheel spindle can be repositioned to give more space for larger wheels. The main casting already has the position there for the alternative bearing position. This will move the spindle back by one inch, that means a sixteen inch wheel could be fitted. Even a seventeen may be possible with a low profile tyre. I think that a big DNA is probably not that far away.

I do have a couple of worries. First is how they will sort out the weight distribution and second is what they may want to call a 500cc single cylinder Gilera sports bike. Oh they wouldn't, would they? I had better point out that what ever they design it will not be a skinny racer because the engine / transmission is huge, it has to be. Even the smaller engines are fairly wide. The 500 fits into big scooter bodywork and you do not notice it but build a slinky sports chassis and it will look like it has the biggest bum in the world. I think we should expect retro / muscle bike styling that can make a feature of the big lump. I will keep you informed.

Parts availability for Nordwest, GFR etc.

Piaggio are doing very well out of their revival of the Gilera name. The Runner 125 is best selling 125 and the Runner 180 is best selling up to 500. The DNA looks set to become a success. What a shame Piaggio have forgotten the heritage that they are now exploiting. Do I sound a bit annoyed?

The stock of spares for the later Arcore built Gilera bikes is running down at Piaggio rapidly. I must conclude that they are selling off remaining stock and there is

no intention of re-stocking. I think this is a shame as some of these bikes are only seven years old. Some items like fuel tanks and silencers for the Nordwest have not been available for over a year already and Italian sources have none left.

It would be nice to think that Piaggio cared a bit more about their previous customers but I guess we have to accept that the accountants have the last word.

But don't panic we still have Bob Wright and he is amazingly good at finding the bits we need. At last years AGM we discussed the need for local manufacture of spares and maybe this will begin to become necessary in the not to distant future. Small batch production can be cost affective even for complex items. If you are finding it difficult to obtain a part please let me know. If you do find a source it will be useful to know so we can begin to build a database.

Coming new models.

There are plenty of new Gilera's due on the market this year. At any moment the two new four stroke Runners will arrive in the dealers and the DNA's will be there soon after. A bit later in the year there will be the 50cc Ice. You may come across another name as well, the Zulu. Zulu is a restyled version of the H@K that will not be coming to UK. I think it will have the Derbi 50cc engine rather than the Gilera unit.

The two stroke Runner 125 and 180 will continue this year in the SP version with some modifications. They will still have a single rear shock but the front forks will now be the same "right way up" item as used in the four strokes.

H@K / GSM problems.

The H@K and GSM have sold fairly well in the UK but it seems that they have suffered from a lot of niggling little

problems. I will give you a brief list of the problems I have heard of.

1. Vibration causes the silencer end can mounting bracket to break off the frame. The only way to cure this one is to get the bracket welded on better. Retouch paint is available. H@K is Aprile Green 431. GSM is Grey PM2/6
2. Carb' float bowl is found to contain water after bike has been parked in the rain. The bike will not start and you find the float bowl has a lot of water in it. This does not tend to happen when riding in rain. Two causes. Water runs off the seat and tank and then over the air filter box, it can get in and then can run into the carb and so thanks to gravity it ends up in the float bowl. Drill a small (2 or 3mm) hole in the lowest corner of the air box and then seal the lid with silicon when you refit it. The other possible cause is water running onto the carb and getting in through the hole where the choke lever comes out. This is harder to seal but you can help it by fitting a bit of inner tube over the carb with a slit for the choke lever to come through.
3. Bike cuts out in wet weather. Water is getting into the plugs and sockets. Un-plug and pack them with water proof grease after drying with a hair dryer.
4. Bike cuts out or loses power in cold / damp weather after about one or two miles. Probably carb icing. The carb is supplied with warm water to prevent icing but the water has to get hot first. Check the thermostat is working. Blank off the bottom third of the radiator for the winter period.
5. Bike cuts out after a while at full throttle. Probably fuel starvation. Check that the hole in the tank cap is clear.

6. Rapid chain wear. The original chain may not be of the highest quality and this will not help. After checking the adjustment; sit on the bike and make sure that it is not going tight with the suspension compressed. Lubricate the chain regularly. Fit a new high quality chain as soon as you can detect wear.
7. Side stand bolt falls out while riding. Locktite it now before it is too late.

DNA 50 problems and recall

The DNA 50 has sold very well in Britain but there have been a few problems to blight this new and rather unique bike.

First the electronic instrument panel gave problems, this got modified and then they began to give problems again. This time it was the wiring from the sender unit on the front wheel. The wiring was re-routed to sort the problem. Just when it looked as if all was well, news came of a potential problem with the rear brake. The factory are worried that the calliper mounting could break, I don't know why because it looks as substantial as the other 50's. Anyway because this could be a safety issue, over a thousand DNA 50's are being recalled for a strengthening bracket to be fitted. Bit of a shame but it is good to know that Piaggio are on the ball. Lets hope that problems are behind the DNA now.

Piaggio have been shopping.

The Spanish manufacturer Derbi has been bought and it seems that the 125cc race team will continue under the Gilera flag.

The other big purchase is a 30 percent stake in the Cagiva group, that includes the well known names MV and Husqvarna. The option to buy more stock is available. What Piaggio's plans are is still un-known so let's wait and watch.

600 four, the latest

Yes it really does exist. I have seen it, well I have seen a prototype but it was a real bike not a mock up. I had better make it clear that it will not be in the shops next week. It is due to be on sale in September 2002.

Before that there is a lot to be done. The bike was in England to be shown to a "focus group" the feed back is now being evaluated and changes to the appearance will be made based on this information. The completed bike should be shown at Milan this September. Then they have one year to get the production line finished and the mass produced product sorted out. The bike is not another MV F4 but it is an attractive bike. It is a 600 sports bike but it

is not a version of the Japanese. The four big Japanese companies make machines that all look like clones of each other, they are excellent at doing what they do, but I do not think many people would call them beautiful. The Gilera has the same base but it benefits hugely from Italian style. It has the look of a bike that was created on one drawing board as a complete item rather than the coming together of a collection of items needed to do the job. MCN have recently shown the usual "artists impression" It did not look much like the bike I saw. MCN were not responsible for the drawing so it will be interesting to see how much like the finished article it is.

Written by Dave Champion

and rough surfaces through bends. Brakes were good although the rear lacked real force. The suspension was awesome combining a magic carpet ride with strict control.

The engine was less obviously good seeming fluffy unless you really opened it up (and we did!). From the Husky hype, I'd expected to be living in fear of that fierce acceleration and animal power – I wasn't.

So has it caught the Nordie? After so long out of production, most Nordies have been re-worked, so I can only speak for my own.

Finish – Oh yes, £5,045 gives you your money's worth. It's better than a Nordie in every way.

Style – Always a matter of taste, it looks and feels like a real motor crosser. The Nordie however, is almost timelessly ravishing.

Handling – The biggest surprise, my handling has been the subject of much special attention in many areas and is better than standard. I felt that the Husky was marginally better, so potentially much better than standard. The basic chassis components

are simply much better.

Engine – Mine is Stan Stephens Stage 1 tuned with a nice fat mid-range. It felt tighter and more urgent than the Husky's. This may be also the effect of the whole bike being 4kg lighter than the Husky.

Close run thing this comparison. The overall feeling is that the Nordie is starting to show it's age but is certainly not past it. Nothing however is sexier than a Nordie and with the Arrow pipe it remains an in-er-face poser!

It's necessary also that we remain critical to show to Piaggio as it introduces new big bike Gilera's, that a soft cosy little self-built "Owner's Club" won't win the hearts and minds of real discerning owners who can exercise the power of choice over a free set of monogrammed throw-over panniers. Has anyone ridden KTM's "Duke" recently?

Written by Simon Roberts



Technical KIMCO

Leader Four Stroke Engine

Piaggio are developing a range of twist and go four stroke engines to power their vehicles beyond the ever tightening legislation that will spell the end of conventional two stroke development.

Their first four stroke scooter engine appeared when the Vespa ET4 was launched in 1995. The Leader engine is the second generation and a heavily modified version of the original.

The Leader was designed to be adaptable enough to become the basic power unit for many of the planned range of vehicles.

The engine has a single cylinder that is arranged to be horizontal. The single over head camshaft is chain driven with a sprung tensioner. The valves have

traditional screw and locknut adjusters. Lubrication is high pressure via a tracoidal pump that is chain driven from the crank. Unlike the original Piaggio four stroke the Leader engine uses bronze bushes instead of ball races.

Bushes are used in most modern engines and are light, small, durable and make high pressure oiling easy and reliable.

The wet sump holds one litre of 10w40 that is filtered through a mesh strainer and a spin off filter. An oil cooler is not needed. 5000km service intervals.

Ignition is electronic, progressive advance and unlike previous engines it is battery circuit powered rather than a separate self generating circuit.

Fuel finds it's way in via a conventional round slide Walbro CV carburettor mounted on top of the engine. The carburettor is equipped with an accelerator pump, electric auto choke and electric heater to prevent carb icing.

Transmission is the normal twist and go, expanding pulleys and a "V" belt.

Currently the engine is used in several versions

125cc and 150cc two valve air cooled with rear drum or rear disk. With or without immobiliser.

125cc and 180cc four valve water cooled with rear disk. With immobiliser.

In line with the Gilera sports image all the Gilera vehicles use the more powerful water cooled four valve layout. 125 is 14 bhp (learner legal) and the 180 is about 19 bhp.

The new Runner's and DNA's will be sold in Britain with an ignition immobiliser. Currently the first deliveries of these are expected late in March.

The following technical details make mention of Piaggio vehicles that use Leader engines for reference. It is very good news that so many different vehicles will share this engine because it should ensure a plentiful supply of parts.

Malossi are already starting to offer goodies for the Leader engine so I expect tuning parts and importantly tuning knowledge will quickly become available. It should not be a major job to create a reliable 100mph 180cc.

LEADER ENGINE

Ignition, charging & immobiliser

The electrical system on the new Leader engine is very different to previous two stroke and four stroke Piaggio engines. The Leader engine is currently being used in the following vehicles: Gilera Runner VX / VXR, DNA 125 / 180 The ignition, charging & immobiliser circuits do not function in the same way and do not share common components with previous versions.

- Ignition is now using the battery circuit. Everything shares one common supply.
- Alternator has three phase

(all yellow) and ignition pick up coil (green) outputs only.

- Rectifier / Regulator is very simple. Three phase (yellow) inputs and one (red / blue) output.
- CDI unit has become more complicated. The one unit is responsible for; ignition, immobiliser, indicators & choke unit.
- Most of the circuit and many components are the same on ET4 Leader, Hexagon GTX 125, Runner VX / VXR and DNA 125 / 180 but be careful because there are differences. Skipper ST is mainly different and does not have an immobiliser.

IGNITION.

When the ignition is turned on power is supplied to the CDI via the orange wire (terminal 5).

Ignition pick up is via green wire (terminal 2).

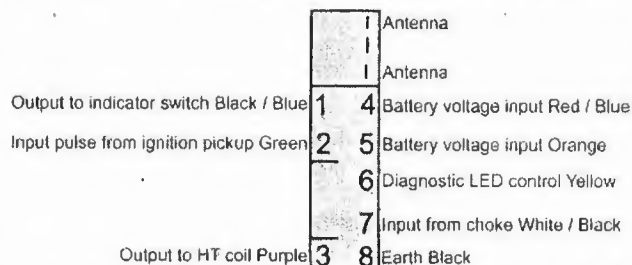
Output to the HT coil is via purple wire (terminal 3).

The unit is earthed via black wire (terminal 8).

CDI / IMMOBILISER

Note that the CDI units have different part numbers for different size engines and different models. CDI Unit connections:

1. **Black / Blue** - Output to indicator switch. +12v switching on / off
2. **Green** - input - Pulse from ignition pickup
3. **Purple** - Output to HT coil
4. **Red / Blue** - input. Battery voltage even with ignition switched off.
5. **Orange** - input. Battery voltage only



with ignition on.

6. **Yellow** - diagnostic LED control
7. **White / Black** - input from choke. To earth only when engine is running / charging
8. **Black** - Earth

The wires connected to the unmarked terminals are from the antenna that is mounted around the ignition lock barrel. Check antenna for continuity, unplugged resistance = 7 - 9 Ω .

The red / blue wire (terminal 4) supplies battery voltage even with ignition off.

Yellow wire (terminal 6) supplies the LED on the instrument panel. This LED should be flashing with the ignition turned off to confirm that the immobiliser system is functioning.

See the notes below about using the LED for immobiliser fault finding.

HT COIL. Part number 82581R = Common to most Leader engines. (82582R = Skipper ST)

- Purple to Black - primary winding = 0.4 - 0.5 Ω
- HT to Black - secondary winding = 3000 \pm 300 Ω
- Plugged in with engine cranking the peak voltage Purple to Earth = 100 vdc

IGNITION PICK UP COIL.

- Un plug, check resistance, Green to Black = 105 - 124 Ω
- Un-plugged with engine cranking the peak voltage Green to Black = 2 vdc

STATOR.

Any yellow to yellow should give continuity. Un-plugged, yellow to yellow = 0.7 - 0.9 Ω

Yellow to earth should not give continuity.

RECTIFIER / REGULATOR.

p/n 82501R common to leader engines.

- Regulated voltage. With a fully charged

battery check charging rate by putting volt meter across the battery terminals. Peak voltage = 14 - 15.2 vdc. Engine at high speed and lights off.

- Charge current. Connect ammeter to the red wire. Then start engine. Charge \geq 10 amp. With the head light turned on.

INDICATORS.

There is no separate indicator relay. The relay function is contained within the CDI unit.

Power to the indicator switch is via the blue / black wire (terminal 1).

If the indicators fail first check that you are getting voltage at terminal 1 (blue/black)

To check the switch and wiring. Unplug the CDI and link red/blue wire to blue/black wire, when the turn switch is operated the appropriate lights should come on. (you will not need the ignition to be turned on).

CHOKE UNIT.

The choke is now controlled by the CDI. (not the regulator).

Power is supplied to the choke via the orange wire when the ignition is turned on. The unit will not function until the engine is running when the CDI will complete the circuit to earth via the white / black wire (terminal 7).

The electrical supply warms a wax pellet that expands slowly to force a plunger out to close the choke supply. There is no adjustment and the choke timing has been set by experimentation.

- Un Plugged, resistance across the connections = $>>$ 30 Ω @ 20°C
- Plunger extension. Measure how far the plunger protrudes from the body when it is cold, this should be 12.5 - 13.0 mm. Now connect the choke unit to a 12v battery. The plunger should have extended to 18.5 - 19.0 mm within 5 minutes.

- Supply. Orange to earth = 12v dc

(battery volts) with ignition on.

- Orange to White/Black = 13-14.5v dc (system volts) with engine running.

Remember that the choke defaults to "On" so it is unlikely to be a cause of poor starting.

CARB. HEATER.

The carb heater will start working as soon as the ignition is turned on. Power is supplied via the orange wire. As the unit warms up the resistance across it will increase until it will become so high that the circuit will become open. Engine warmth will normally be enough to preserve this.

LEADER ENGINE Ignition immobiliser

The immobiliser is of the same system that is used in many cars.

An ariel around the ignition switch is used by the control unit to detect a passive (no battery power) chip in the key, if the unique code of the chip is correct, ignition will be possible. There is no way to bypass or hot wire the system. Replacement of the CDI / immobiliser unit is the only way to make the system work.

TESTING.

- Normally use the **blue** key for testing.
- The diagnostic test socket is on the right hand side and will be seen once the helmet storage compartment is removed. Use the exiting test box in this socket.
- Testing can be done by using the instrument panel mounted LED.
- If the system is working normally the LED will be flashing when the ignition is off and it will stop flashing when the ignition is on.
- If the immobiliser system is faulty, when the ignition is switched on there will be a series of flashes.

- The flashes hold a key to the fault.

1. The first flash will be long (2 seconds) or short (0.7 second). A Long flash means the CDI is not programmed. Short flash if the CDI is programmed.

2. Next is a series of short (0.5 second) flashes.

1 flash = CDI not earthed.

2 flash = No transponder detected. Fault with key or antenna.

3 flash = Transponder detected but not recognised.

4 flash = System not programmed.

3. The last thing to notice is whether the LED finally remains on or off.

OFF = Ignition is possible.

ON = Ignition is not possible.

KEYS

The machine is supplied with two keys. One Red and One Blue.

The Red key is the master and should be kept safely at home. Only use it for programming.

The Blue key is the key that is used. I would recommend getting a spare blue key.

If you require a new blue key this can be ordered from a Gilera dealer and then programmed as follows:

Programming New Keys.

It's an easy process but timing is very important.

1. Red key in and turn on for two seconds, turn off and remove
2. Blue key in and turn on for two seconds, turn off and remove
3. Red key in and turn on for two seconds, turn off and remove

You should take no more than ten seconds to change from one key to the next.

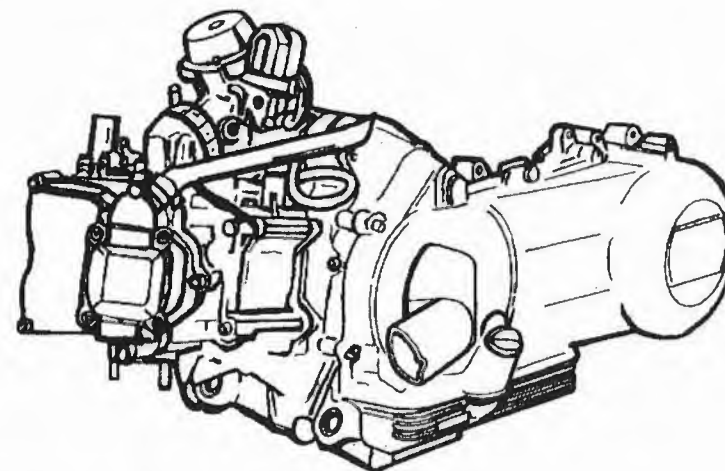
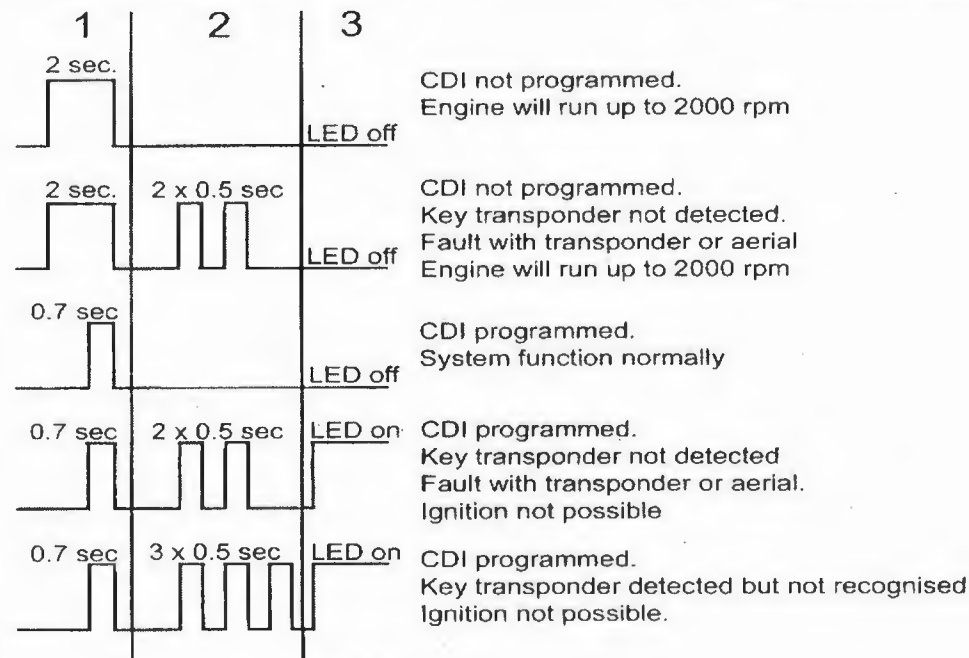
A quicker easier alternative is to obtain a key from any automotive locksmith. The same system is common on cars; locksmiths will have the blanks and the equipment to identify the chip in your key.

They will cut a key and then fit the correct type of chip into it. This chip will have been "cloned" from your original so you will not need to programme this new key. Keys cannot be obtained by key numbers because these numbers only record the mechanical code of the key and can not

give details of the chip.

If both keys are lost the only solution is to replace the CDI unit and the locks. A new lockset comes with a red and a blue key.

Written by Dave Champion

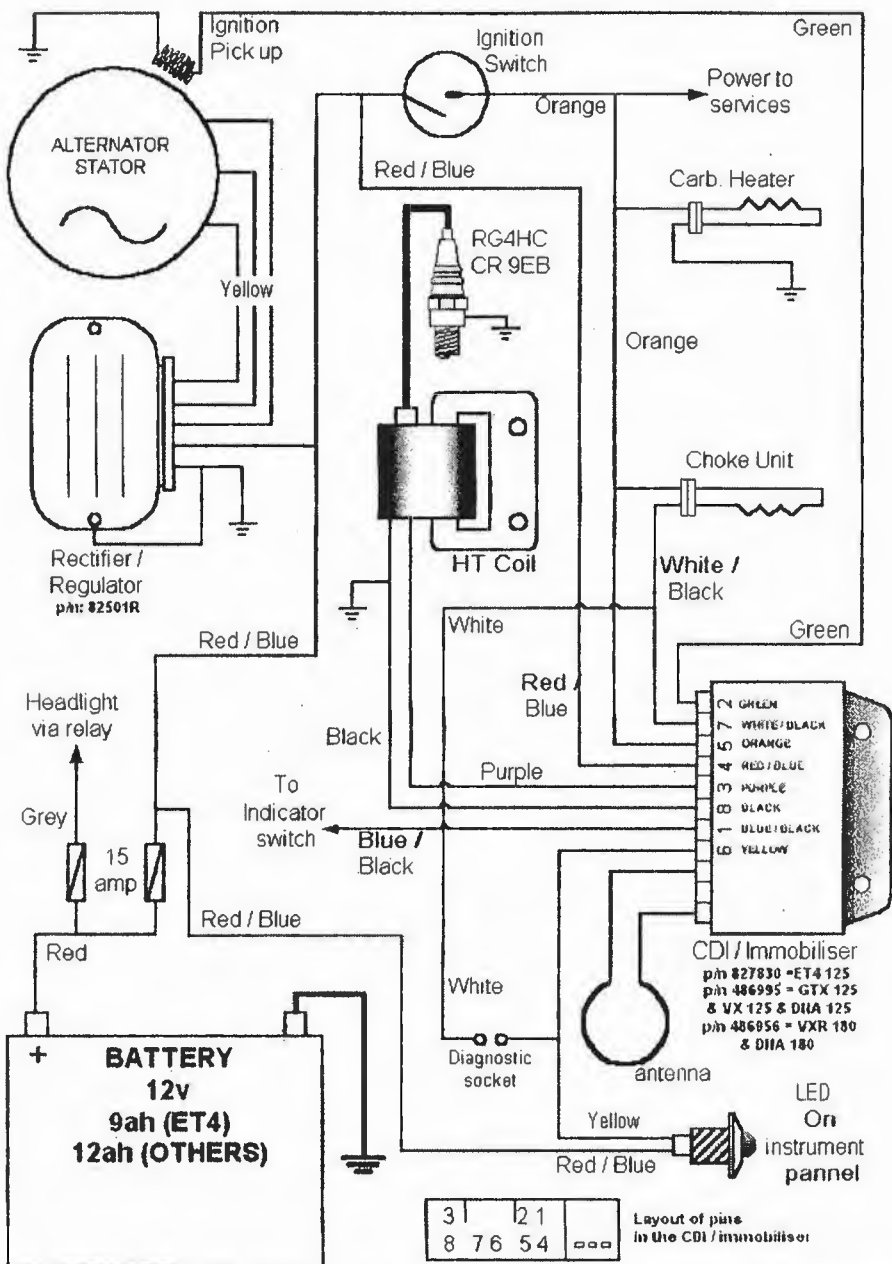


LEADER engine ignition / charging

Praggio Ltd.

26/01/01

With IMMOBILISER



Nordwest Frontier



Typical - the first season for a few years that I have really got my act together to get the hill climber ready in good time and a few days after taking my front forks in to have new seals all events are cancelled until further notice because of Foot and Mouth!

Time here for a 'plug'. The new original equipment seals were fitted to the fork legs (removed by me) by Revs Suspension Specialists of Halesowen for what I thought was a very reasonable £53 including supplying new much better dust seals (which incorporate springs like oil seals). They confirmed that the Paiolis on a NW are not capable of any improvement, but made me think hard about a new rear shock - until I realised that the 604 might not be getting much use this year. My plans for new Dunlop D207GPs front and rear are also now on hold for 'the duration'.

A trip to the Manx is planned this year and I guess the Norturno will have to do Island

duty again. Despite sending me a brochure in very quaint literal translation English, Voxan are not responding to my request to assist in providing age-confirmation documentation with a view to importing a used bike (which a work colleague who recently visited Paris assured me seemed readily available). New machines won't be exported to the UK until 2002 so no chance of getting hold of a 'Monster Morini' for this year.

A brief spell of fine weather in mid February lured me out into the garage long enough to change the brake fluid front and back on the GFR and give her a spin. By the time I actually got under way the temperature was really low and the time to warm up was amazing. In fact, the needle climbed right into the red before it eventually fell back. This was repeated each time I had to slow down and she went off the boil. Thinking back, however, the same excursion into the red while warming up happened last September, so a new thermostat has been acquired from Bob Wright. An overdue plug change revealed that a BP9 grade plug was actually fitted rather than the B10EG recommended. It also looked a bit sooty. The '10' seemed to work OK even in the cold conditions so I am also treating her to a new air filter in hope of a bit freer revving deeper into the 'teens'.

The Norturno definitely needs a new belt this year. Can't say I am looking forward to the job as accessibility is even worse than on a Nordie. The belt is easily got at, but adjusting the valve clearances looks like being a backache inducing struggle with reading glasses and a torch (no I haven't done them since getting the bike from John Rushworth in 97 - but then it has only done about 3000 miles since then!).

Whilst talking of major mechanicing, I suppose the hill climb ban might mean the

chance to have another go at the 604 head joint - not in a rush and in a warm garage for a change. I might even do as I threatened and return it to 558 configuration (which presumably would solve the head gasket problems) with view to taking it to the Manx. I suppose if I really could sort out the big-bore cooling system pres-

surisation I should give it a try in the Norturno. The thought of the gas-flowed, high compression, 604 lump breathing through 35 rather than 33 mm Kehins and delivering all that grunt to the rear wheel of a Saturno is an interesting one!

Written By Peter Fisher

Clonk Clonk Nordie through the bends

Nordie owners what do you reckon to your Paioli front end? I was always a bit concerned about it. When it was new, it felt stiff and unresponsive and now after 20,000 kms, the springing feels about right but the front-end seems underdamped on the return causing it to twitch, lack feel and spoil the ride (and handling) a little.

The Nordie's Paioli forks are in their own right an interesting design, the right leg contains the spring and the left contains the damper cartridge. In theory this means that each leg has a different but complementary function and relies upon being yoked together very strongly to work well. This design was born from Marzocchi's M1R fork, which came to prominence with the Ducati 851 and is also used in the current generation of Marzochis. One of the reasons for this arrangement is that in USD forks, there is less room than in conventional forks so this sharing of functions between the forks still leaves the necessary room required for the oil to circulate through its hydraulic damping and lubricating functions. This give rise to a great advantage - with only one set of each mechanism, there is never the chance as in conventional forks

of a lack of synchronisation between each individual fork-leg's springing and damping.

So why then is it less than perfect? I contacted Maxton Engineering in Cheshire whose speciality is the uprating of suspension to serve racers. They told me that the underlying problem is the system was indeed the separation of the springing and damping functions. There is no harm in their being together in the same fork and being apart makes the mechanisms difficult to adjust, tune and keep tuned. The Paioli's spring is easy enough to replace with others but the damper cartridge is not really that good and difficult to work with. The Maxton solution was to replace both sides with Honda CBR600 internals if possible, as these may be very slightly longer and there is of course the possibility that there is not enough room for the oil to move about in the correct manner. Some idea of cost to do this is around £400 at Maxton!

Richard at Maxton suggested that the real solution was to select a pair of Showas. My feeling is that a little tuning on the Paioli's is still possible and I'll have be content with that! My suggestion is that the oil in the damper leg could be slightly heavier than the spring leg. I'm currently using 10W in each. I shall uprate to 15W in the damper leg at the next change (and seal replacement!). Too heavy an oil in the damper may make proper oil movement difficult and the front-end "patter" at speed over uneven surfaces.

I'd like to know what sort of experiences the rest of you Nordie owners have with your forks, whilst I reflect on why the Betor USD's fitted to my old Aprilia Tuareg

worked so well whilst using the same separated system.

Written by Simon Roberts

FOR SALE AND WANTED

From Freddie George

Wanted. Gilera (or other Italian) lightweight bike from 1960/70 era. Would restore. Either complete with all tinwork etc or a bike minus mudguards etc would be considered to form basis of a special. Please send full details - with price asked.

Has anyone any parts for a BTH magneto, square type with face cam A/R controlled by bowden cable? A scrap magneto would suit (either a flange or base mounting) or just the end parts from the casing which contain the advance/retard cable operated bits. (These magnetoes were fitted to many makes from 1930s - 1960s after which the square type instrument went to automatic advance/retard and used on Velocettes).

Please telephone 01603 789156 any

time (answerphone if out) or 07773 756630 mobile but no messages on this please.

As seen by Les Wassall in his local Paper

Gilera Freestyle 125 1994, 12 months MOT and tax, Enduro style road bike, full power valve kit
EXCELLENT CONDITION
£1,400, - Tel 01782 302757

From Nigel Goodwin

For sale 350 Dakota. D reg. tax & test. 33 bhp "A" licence legal. New tyres, chain etc. Good original condition. Puller & manual included. £875 ono. Tel 01977 662092 e-mail jill@alliedbusinesssolutions.co.uk
Thanks Nigel

Christmas Draw

The winners of the Christmas draw were 96 and 263, there prizes have been posted.

The Last Waltz

Day 13 - Friday 17th September - "Tourist Again!"

It looked like it would rain when I awoke so everything was packed away, shower taken and pleasures shared with a fellow returning British biker before I bought a couple of croissants and partook of my last 'al fresco' breakfast of the year. The impending precipitation did not materialise so I made good progress on the familiar roads towards Le Harvre. Coffee stop at Gace in the weak sunshine and then going on to reserve near the Tancerville Bridge and having to divert to 'nowheresville' adjacent to the giant Seine oil refineries before finding an old 'serviced' garage fuel pump and then heading off through the country lanes to the historic fishing village of Honfleur.

Suddenly after 4 days of French country bumpkinism I found myself in France's Brixham fishing village, complete with amazing quayside 17th century half-timbered dwellings, no longer housing fishermen but dozens of seafood restaurants, escaped Montmartre artists, bistro bars, studios and antique shops full of the expected coach parties of Japanese, Colonial and American ("Gee Elmer we don't have anything as cute as this back home in Boston. Sure don't Ethel darlin'") tourists. There was also a huge presence of visiting English yachting people behaving in a similar manner to their footballing cousins. high

spirits I believe!

After a long walk an aperitif, taking photos of the quaint harbour I settled for the customary "Moules Marinade" and chips washed down with a local cider for twice the price of any of my previous meals but it was worth it for the quayside atmosphere alone in the now hot sunshine of my last afternoon in Normandy.

Next on the agenda was crossing the new Pont de Normandie, gratuit to bikes, with no wind present at all on the impressive high structure. This meant I reached the P&O Terminal several hours early for the 11pm ferry to Portsmouth. I had a sort out of my luggage and decaying provisions, a further read of Le Carre and siesta on the grass bank, before venturing out for a pre-amble along the rain threatened port's rapidly closing shopping streets. I eventually came across "Le Club Historiques des Mottards" meeting place at bar Apple Pie and discretely observed their varied machinery which contained as well as the usual 'Farmer's Boys' agricultural implements (Harleys) several tasty Guzzis, Triumphs and vintage Jap stuff driven by seasoned middle aged clientele as you may have guessed. I felt like going back round the terminal to fetch the little 'G' and show them what a real riding classic is like and impress them with my knowledge of their great country but commonness prevailed and I was getting tired of my own self opinionated garbage that I knew would be coaxed out of me by all the free drinks that would have been supplied by the captive audience.

Back at the port entrance the embarkation had not started so I wandered amongst the returning travellers containing all the stereotypes I described on the outward voyage plus

lots of English anglers 'carping' on about their bait and conquests, returning WW2 war veterans and a minibus full of septuagenarian rugby players (honestly!). There were plenty of first time French trippers as well, including a large batch of 'Des Mottos' on their way to the Goodwood Speed Weekend. I also chatted to a long distance mountain biker who had probably covered more miles than me today and a bloke from Somerset on an elderly BMW R75 who made a living from unearthing old French farmhouse fireplaces and selling them back in blighty to Sunday colour supplement trendy couples at great profit. A seasoned traveller to France for the past 15 years he also mirrored my views on life there from the gypsy perspective.

One aboard this gigantic new ferry (Pride of Hampshire) sometime was spent watching the bemused passengers trying to find where they were heading for as everyone had to have a berth (£6 extra for the cheap seats!) and total confusion reigned as the inexperienced Tracy and Darren cabin staff failed miserably to point people in the right direction. After claiming my recliner in the deserted hold of the vessel and having a walk round the 12 deck monstrosity where nobody had ventured out on deck even though it was a warm evening after a beautiful maritime sunset compared to the air conditioned artificial conditions inside with the space invader games machines captivating the youngsters rather than exploring the ship which would have occupied me at their age. Tea was filled baguette, sufficient but lacking the ethnicity of a French equivalent.

Next stop was prime spot at the bar cum disco/casino/brasserie observing life to the full. First up were the Lancashire

fisherman, desperate for a pint of real ale (Boddingtons ?) after 2 weeks of 'poncy' French lager, closely followed by the junior Dordogne set with their new found knowledge of wine and brandy, a hesitant third were the froggy bikers wary of a suspect currency but desperate to try Guinness and 'Nooky Broon', followed en masse by the usual riffraff - lorry drivers, hitch hikers, day trippers, OAP veterans, campervan couples (queuing to refill their thermos flasks), normal tourists (?) and finally businessmen after a group of illegal immigrants had been detained for questioning.

Everyone fluidly fortified it was now time to concentrate on the gambling scene. Les Croupiers arrived, three Phillipino Sharons you would die for. They set up their tables and for a good half hour they waited for their first punter - an elderly sozzled Dordogne English gent not unlike the husband of the former Right Honourable Member of Parliament for Finchley, who plonked his £20 on the roulette wheel and took about 15 minutes to lose it all. I don't think he was a 'plant' but soon a group of Gloria Hunniford wives and their Ulster husbands took over and then the rush by all the cliques kept the tables busy for the rest of the night and P&O was safe from another take-over bid for some time. I stood there observing from a short distance feeling like David Niven at Monte Carlo or Bogart in a Caribbean night club (sans cigarette of course) waiting for my chance to step in when the stakes were at their highest and clean up with fistfuls of dollars and a couple of dumb blondes by my side. As usual the timid Mr. Harvie declined the challenge despite the half price drinks on offer and retreated to the disco side of the saloon. The entertainment was about to start, no bingo, trivia quiz or

karaoke on this upmarket crossing but a dull disco duo suitably organised by a computer controlled console. Any of my Walter Mitty thoughts of John Travolta in me soon evaporated as the Aussie singing couple broke into Rod Stewart's Maggie May and I departed immediately not because of association of the evil blue rinse ghoul already derided but memories more pleasant of the early 70's when Rod and the Faces were top boys.

Final entertainment place was the TV room showing the highlights of the Spanish GP practice (bikes) on eurosport then similar coverage of the Vuelta (Tour of Spain) which attracted a couple of gallic truckers, another mountain bike couple and a Japanese executive - an instant audience whom I informed that I had spent the past 2 weeks as a roving motorcycle press reporter for a non-existent periodical covering the cycle races and when I was back home in the UK I was one of the top five best professional Cycle Speedway riders in the world. They departed quickly before transmission was finished and I had 5 uncomfortable hours confused sleep before being deposited in Portsmouth in the dark. Friday distance covered was a short one but overcompensated by descriptive waffle!

Day 14 - Saturday 18th September - "Journey's End"

Off the ferry before sun up with 1 volt Italian electrics meant an hour's education in the terminal observing the departing Darrens and 'Chelles clutching their copies of the Sun, mobile phones and fags and wondering if they can survive a fortnight devoid of East Enders and Neighbours. The wind had got up and there were threatening clouds

appearing from the west so I was soon out on to the M27, A3(M), A3, M25, M26, M20 and a429's hectic 100 mile dash with only a 5 minute coffee (well luke warm black water) stop halfway to sanctuary Chatham with no waving crowds on the overhead bridges and no-one to see me pull a 100 metre wheelie crossing the Watson Avenue finishing line ahead of Terry Rymer. Caution having been thrown to the wind as the Gilera had been reaching the heady speeds of 75 mph in my final 'laps'.

Half an hour later (9.30 am) I was wrapped up in bed with the dirty washing in the machine, tent hung up to dry and the oil being drained from the incredible little Gilera locked up in the garage with a very jealous Norton.

Within an hour Simon appeared on a very sick sounding Triumph to relay his homeward story and later phone calls to Paul and Andy confirmed their safe return.

Well that was the Last Waltz in narrative form. For those still awake there is a surreal, fly on the wall documentary video account loosely following the exploits of team Fazed Out available from Simon Rotgans (tel. 07979298338 Mobile). a small charge for video and postage will be required.

Thank you.

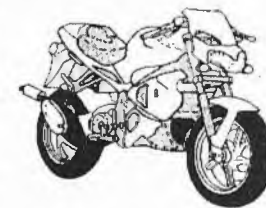
Steven Harvie

THANK YOU STEVEN - EDITOR
PAST AND PRESENT!



GILERA

Twist & Go



There's a new Runner about to come on the market (well sometime in March anyway) closely followed by the DNA 125 and 180. Since the Runner's introduction into the UK it has been one of if not the best selling 125 and 180 scooter. As the best seller there's a lot of Runners out there, with the introduction of a 4-stroke 125 and 180 to be sold alongside the 2-stroke 125 and 180. All 2001 models come with new right way up forks, the 2-strokes keep the single suspension unit while the 4-strokes get dual rear suspension units. Pending a test ride I'm planning to change my Runner 180 for a 180cc DNA I'm just hoping the 4-stroke units don't dull down the performance too much. According to an article in Scootering the DNA 125 and 180's handle just as well if not slightly better than the suspension set-up of a race prepared Runner.

Due to the new Runner's there's probably going to be people replacing their MK1 and MK2 Runners so below are some of the things to expect if you own a Runner.

- Filling it with petrol: Due to the tank design you will get the tank overflowing with petrol unless the auto-stop on the filler pump is very sensitive. This over-spill of petrol can cause the left hand transfers to peel and bubble. On early Runner the petrol reacted with the plastic body causing it to become brittle it then cracked, later Runner panels are made from a different blend of plastic so the problem disappeared.
- Poor starting using the starter: This is usually cured by fitting a new spark

plug and is caused by a weak spark being generated by a faulty, fouled or high mileage plug trying to generate a spark when the starter is also pulling power from the battery. It can also be caused by a tired battery.

- Exhaust Rust: After just a few months the exhaust can look very poor. The first thing to rust is the down pipe and not many if any high temp. paints can cope with the heat. The next rust area is the pipe between the down pipe and silencer. There is no way of stopping the rust apart from frequent use of a wire brush and a can of high temp paint. There is a stainless steel down pipe on the market it adds a little power to the 125 but loses a little on the 180 (see Twist and Go in issue 27).
- Side Stand: There have been a few reports of side stand failure causing the obvious body damage.
- Choke: There have been a few problems with the choke either not working at all or not completely turning off after warming up.
- Rear Brake: There have been a few oval rear drum brakes on the MK1 Runner. It shows up a pulsing of the brake lever when used. It is cured by replacing the rear wheel.
- Instruments: The temperature gauge hardly ever moves of the cold section. The fuel gauge will stay at full for a while before it drops to empty, this is due to the shape of the tank. There have been a few reports of condensation and even mould growth in the instrument assembly.

- Rear suspension unit: There have been a few reports of the rear suspension unit bending when carrying a passenger on the MK1 Runner when the total rider + passenger loads have been below the maximum stated in the manual.
- Forks: The forks have seen the most noticeable changes during the various versions of the Runner. The MK1 had fairly hard forks that didn't suit tyres with stiff side walls like the standard fit Maxxis. The Mk2 had revised spring and damper settings but there were some reports of poor damping, bottoming out and seizure. The 2001 Mk3 has the best suspension set-up of any standard Runner.
- Engine Mounting: This was initially sparked off by Italjet Formula 125 owners trying to justify their choice of scooter (The Formula 125 twin cost more than the Runner 125, went just as fast and handled better than the Runner Mk1 but wasn't as good as the Runner Mk2 even though it had hub-centre steering and its build quality was usually poor). The engine mount allows more lateral movement

than people expected however this isn't a problem in reality and only becomes noticeable on highly tuned Runners going very fast round corners, it creates a slight vague feeling from the rear. it can be cured by a £50 PM Tuning engine mount kit

- **Coolant Cap:** The coolant cap can sometimes leak. This is caused by the rubber seal in the cap cracking or distorting. It is cured by getting a new cap.
- **Rectifier / regulator failure:** There's been a few reports of regulator failure causing no battery charging or boiling and is cured by regulator replacement. There have been more reports of rectifier failure causing flat batteries as the charge leaks back to the generator windings when the engine is stationary. Again it is cured by replacement.

All the above have been reported on the news group "alt.scooter" and the owners group at "<http://clubs.yahoo.com/clubs/gilerarunnerownersclub>".

Written by Gary Cooper

ARROW Silencer

Mike Riley has informed me that Bob Wright has a supply of Arrow silencers as pictured below to fit the Northwest and RC 600. It is a direct replacement, no carb. adjustment required. The only problem is they are not BSI stamped. They cost around £250



GILERA CLOTHING

There's a new range of official Gilera clothing available. All prices with a Network discount can be found by contacting Les Wassall whose number is on the back page under membership secretary.

The range includes:-

- Armoured Jacket
- Armoured Pants
- Scooter Jacket
- Roll Neck Top
- Fleece Top
- Cargo Pants
- Shirt
- Polo Shirt
- Technicians Jacket
- Overall
- Shorts



A hand-drawn map of the area around Victoria Park Road. The map shows several roads and landmarks. At the top, there is a road labeled 'A5004'. Below it, a road labeled 'A509' runs horizontally. To the left of 'A509', there is a road labeled 'A53'. Further left, a road labeled 'A54' is shown. To the right of 'A509', a road labeled 'A5' runs horizontally. Below 'A5', a road labeled 'A515' is shown. A road labeled 'Victoria Park Road' runs vertically through the center of the map. A black dot is marked on 'Victoria Park Road', with an arrow pointing to it from the word 'Parking'. Other roads shown include 'Overhill Road', 'Bokhara Road', 'Duke Drive', 'King Memorial', 'A5004', 'A509', 'A53', 'A54', 'A5', and 'A515'. Landmarks include 'Parking', 'Victoria Park Road', 'Overhill Road', 'Bokhara Road', 'Duke Drive', 'King Memorial', and 'A5004'. The map is oriented with North at the top.

BMF Show

The Annual 2 day event is to be held at Peterborough on 19 and 20 May. The pitch is booked, with plenty of room to display our bikes even though this year's marquee will be smaller due to a sell-out on 18x12 size.

Please get in touch with me to reserve exhibitors passes to the show, as always there are a limited number—so, first come first served basis applies.

Perhaps a competition this year could be, for the person to find the most battered and outrageous priced body panels for a Northwest at the Auto Jumble.

See you there, Mike Riley

6 May Spring Gathering
19/20 May BMF Show
15 June Cadwell Track Day (with the Morini Club)
July AGM **(To Be Confirmed)**
October Classic Mechanic Show **(To Be Confirmed)**

