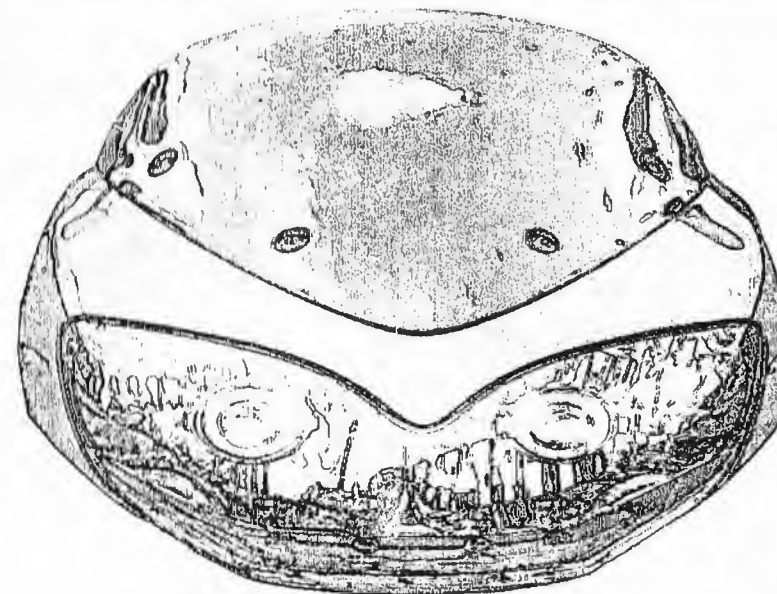
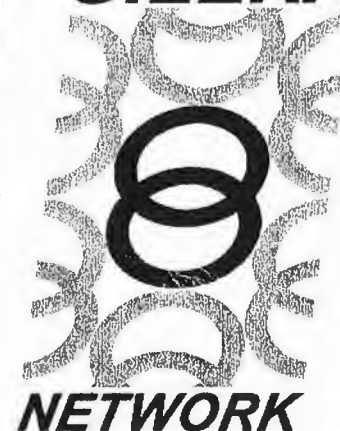


THE GeN **GILERA**

Issue 29 — June 2001

The Gilera Network Newsletter
For Gilera Enthusiasts

Patron Geoff Duke OBE



Membership Renewal Form Inside

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Editorial

I am sorry for this issue of the GeN being a little later than usual but I was waiting for confirmation of the details for this year AGM. This years AGM will be a busy one as we've got to find a new Chairman, Secretary and Membership Secretary as David Champion, Mike Riley and Les Wassal are relinquishing their positions. So if you want to take over one of the available positions then come to the AGM.

Since the last GeN we've had the Spring Gathering and the BMF show the BMF show is covered later in this issue. Events to look forward to during the rest of this year include the AGM and Stafford Show the track day at Cadwell will probably have happened by the time you are reading this.

I have sold my Runner and now own a Gilera DNA 180 and so far I am very happy with it even though a few things need attention. My opinion of the DNA can be found later in the 'Twist and Go' section.

If anyone out there has any thing to go into the GeN then send it to me at the address on the back page your advice or idea could be just what another member is waiting for.

Please Note:

I have changed my email address and telephone number since last issue.

Chairman's Chat

The BMF Rally.

We were there, as usual. Our marquee was yellow and green stripped as usual, how do we always get a yellow and green stripped one? For some reason the weather was not as usual. This year we had dust instead of mud, what a pleasant change. It had been raining during the days leading up to the weekend and when we arrived our pitch looked like a swamp, Mike Riley managed to hi-jack a truck full of wood chips that he put to good use on the floor of the marquee. By Saturday morning the ground was already starting to dry out. Team Riley and Pete Fisher produced all the stuff to fill the tent and we had hours (no minutes) of fun sticking the pictures and posters to the display boards. Gary Cooper had been playing with Photoshop and created a collection of display prints. Mike had a selection of his cartoons and with a whole load of photos the display looked pretty good.

We had Nordwest's, Saturno's and a GFR outside the tent on Saturday and on Sunday we also had Gary's brand new DNA 180 that he had finally collected on the

Wednesday. I am sure he will be giving us plenty of feed back and as I currently also have a 180 on loan I will add my impressions.

Well the show ground got dusty and people swarmed in; 86500 people in fact! A record figure. The BMF should be pleased.

Every year I find something to buy, last year it was a "Gilera" belt buckle, this year it was a guy making machine routed wooden signs that caught my eye. I looked at his display of "Triumph" and "Harley" logos and thought "bet he has not got a Gilera. I searched through the collection and **** me there was a sign with a red Gilera logo and the word "workshop" underneath, well how could I refuse?

Moped racing took place in the arena as usual and Ian Calvert was team rider on some non-Gilera thing (an SS50 Honda) as usual. Several bits fell off the 'ped and nothing fell off Ian during the race, he just got very dusty and finished with a big grin. That is the whole point of the races - FUN. They recon about 3000 people are watching it at any one time. We really should have a Gilera works team next year!

Something that was not usual this year was Piaggio's lack of support. Since we started the Gilera Network, Piaggio have always

contributed to our costs and recently they have always sent two or three Gilera scooters for us to display with leaflets to hand out etc. Costantino Sambuy the marketing manager at Piaggio Ltd had agreed to continue that tradition this year but a couple of weeks before the event he told me that Piaggio could not really justify the expense of about £200!!!! Nice to know we are appreciated! There was no official Piaggio presence at the largest motorcycle event of its kind in Europe and all weekend we had people coming round asking us where they could get information of the Gilera range. Every other major manufacture has a large display but for some reason Piaggio does not think it is worth bothering. This story gets even sadder. In the middle of the week before the show one of Costantino's staff asked me if the Gilera Network would be at the BMF. "Yes" I said "Oh good, because I have been contacted by a film company who want to do a bit about Gilera scooters". I explained that there would not be any scooters there. I wonder which of the competitors got filmed instead? I am sure that I will upset someone by writing this but I feel badly let down by the people who are supposed to be as enthusiastic about Gilera as we are. They already have a couple of machines that can only be ridden by people

with a full motorcycle licence, they are about to launch a 600 sports bike and they are spending a fortune on a 125cc GP racing team. Now maybe I am wrong but surely they should be making every effort to meet bikers.

Talking about 125 racing: You may have noticed that the Gilera (Derby) is doing rather well so far. Our man Manuel Poggiali has won the first GP for Gilera since the 60's. It is not inconceivable that he could win the world title but that is a long way off yet. Channel 5 is showing the racing if you want to follow it.

The other news is that Piaggio have just had the official launch of the all new Gilera Ice 50 at a very flash concert event in Bologna.

The Ice is a very futuristic looking scooter that will certainly take sales away from Yamaha's Slider. It has the looks that say it should have a lot more power than a 50 is going to produce, maybe we will soon see a bigger engined version.

Now the Italian language is somewhat more logical than English, if a letter is there they tend to pronounce it. This means that "Ice" should be pronounced "Ickee". Can't understand how they accepted that in Pisa (Peesa). I think we will see the Ice later in June.

AGM re-election.

When we started the Gilera Network I somehow became the chairman, I think Pete and John decided I would be safe there, as I did not have to do much. Well, I have dutifully continued not doing much ever since and I think it is about someone else had a go. I certainly do not have enough spare time to do a good job of being a dynamic leader and at a time when Gilera is re-emerging I feel a more dynamic approach is needed. Also changing committee members is always going to inject new life so. I hope I will be able to stand down at the AGM. If you would like to be involved more in the Network please consider standing for election as Chairman.

DNA 180 my view

The Gilera DNA 125 and 180 have now arrived in the shops and I have managed to get a 180 for a few weeks to test.

The 125 and 180 share the same basic chassis as the 50 but they are powered by the four valve water cooled four stroke "Leader" engine rather than a two stroke unit.

The 180 I had is finished in a semi matt slate grey with red wheels and trim. I think this slightly unconventional colour scheme suits it well.

At first sight the 180 looks less elegant than the 50 because of the larger engine, which is encumbered with a bulky silencer on one side and a Buell like air box on the other. A more substantial appearance does give it a more aggressive look that has definitely not spoiled its lines.

Ride magazine have already tested a DNA and criticised it for having an uncomfortable riding position, mirrors that come loose and a problem with the wiring getting caught when the forks were turned.

I found the riding position very good for an average sized bloke. Yes my mirrors came loose when I tried to reposition them, so I put them in the right place, tightened them up and they have stayed there ever since, can't complain so far. The wiring coming down from the ignition switch and instruments is vulnerable on every bike, I had a look at my DNA after I read Ride's report and there is no way that the wiring could get caught. I think an extra clip has been added to make sure it all stays neat and tidy.

What about the rest of the bike? The engine starts easily hot or cold on the electric start and the automatic choke allows it to warm up at a reliable idle speed. Seat is the same height as a Monster (770mm) so; although the bike

looks compact it does not feel cramped. Rear suspension is twin shock rather than the single unit that a lot of scooters use. This gives a very firm rear end; unfortunately the front forks do not offer such firmness. There is too much static sag and insufficient damping, I have managed to get the forks to "top" and "bottom" in the same corner and that does not help the ride! Handling is reasonable but does get a bit exciting at higher speed. I was happy going much faster than I would have been on lets say a Runner. And the Runner is a lot better than older designs like the Typhoon. I won't go on about the handling because it is very different to my Saturno and I am probably not the best judge, I will leave critical appraisal to the Twist and Go fans (enter Gary going very fast).

Brakes are Ok, progressive with reasonable feel, you need to squeeze fairly hard to do an emergency but I have not found any tendency to loose the feel and lock a wheel.

The engine is quite and smooth and does not give you a kick off the line so the bike never seems to be trying hard a sensation added to by the fact that the engine does not go on increasing revs. Open the throttle and the

revs rise, the bike pulls away and starts to accelerate, the revs remain constant at about 7000 while the bike goes on getting faster. It is only when you notice how far ahead of the cars you are or when you look at the digital speedo that you realise what is going on. It is deceptively very quick.

The neat instrument panel has an electronic analogue rev counter, a digital speedo, trip / total mileage, digital clock and fuel gauge and temperature gauge that are the "rising bar" type of display.

Dummy fuel tank to keep your shopping in, Halogen headlight, several rear lights. What else? Oh yes the real fuel tank; I think it is too small. Filling up every hundred miles (or less) is too often. And sorry guys but the actual consumption is not as good as my Saturno even when the Saturno is cruising 15-20mph faster than the DNA. But then the Saturno is not very happy racing the lights in the centre of town.

I have not given it back yet so there may be some more to this story. Gary will certainly be keeping us updated on how he gets on with his.

Written By

David Champion

Nordwest Frontier



It has been a strange year so far as a result of FMD. I eventually summoned up the enthusiasm to put the front forks back in the 604 once I heard that a few hillclimbs were going to go ahead.

Meanwhile decided to change the thermostat on the GFR. This 15 minute job turned into a full day and rescue by Bob Wright in the shape of an obscure part not listed separately in the parts list. Once everything was back together I was gratified to find that warming up behaviour was back to normal. The problem now is that having dipped back after a mile or so at a reasonable 80 degrees the needle then starts to climb steadily into the red. The radiator doesn't feel

unacceptably hot and so I suspect the sender unit. Must get round to replacing it.

The Norturno was picked up on the MoT for excessive play in the floating front disk, however, they passed it after warning that if it got any worse it would fail next year. On comparing it to other Saturnos I must admit it is pretty sloppy. David reckons once play sets in due to rivet wear the carrier soon wears also. Time to see if Bob can find one before they become like rocking horse manure. Changed the cam belt before starting it up for the first time. All went very easily, but have to admit that on finding that if anything the valve clearances were a little on the loose side I didn't attempt adjustment. I reckon John Rushworth must have set them before he shoe-horned the Nordie motor in ! It seems to be going really well, without an unacceptable degree of mechanical noise - the rattle from the front disk drowns out the valve clatter at low speed anyway. It continues to surprise local riders of CBR600s with how hard it is to leave behind, even on the straight bits.

Many thanks to Mike for organising the BMF show. An excellent display which belied our small numbers and limited

resources. I suspect David will have more to say on what an opportunity Piaggio missed to catch people drawn onto our stand by Gary's 180 DNA.

Finally got to ride the 604 at Gurston Down over the Spring Bank Holiday. It was a bit reluctant to start on the first morning and needed a 'jump', but was OK the rest of the weekend. The first day's practice runs were OK but not exceptional. Sunday morning saw a more respectable sub 40 second time and the first timed run returned a 38.69 with a finish speed of 87. This was certainly a personal best on the Nordie and I suspect might be my best Gurston time ever (can you confirm that with your NHCA Archivist hat on Robin ?). Unfortunately a not quite so good start on the last run lost me a couple of tenths. Amazed to find that my best 64 foot time at 2.04 put me in the top ten for that distance ahead even of Peter Shorts 'Vor'. Now there's a tasty four stroke single if ever there was one. A really compact motor reminiscent of a Husky or Husaberg. Started me thinking about what sort of time I might be able to manage on something a bit lighter and/or more powerful. A newcomer on a 900 Monster came over at the end and said "please tell me it's not standard" (he had just managed to get under 41

seconds). I eased his feelings a little by confirming that it had about 10 BHP more than standard at the back wheel (although still significantly less than his Ducati) and pointing out that I had been learning the way up Gurston for 21 years !

Written By Peter Fisher

BMF SHOW 2001

Saturday morning 0700 hrs, myself and Matt (who owns an NC30) enjoyed an empty, dry ride to Peterborough. No interference from the local constabulary and their speed traps, and only one 'GATSO' to contend with!

Arriving at the showground, things got a little damper. Our marquee had a nice moat around it, and was somewhat boggy inside, the perfect conditions for pitching a tent.....Not!

Matt got hold of the 'Tractor Crew' who promptly filled up our moat and all other damp patches with bark chippings. So with tent flaps open, and the sun breaking through - things started to dry out, all we had to contend with now was the dust from the road next to our pitch - Situation Normal!

We met up with Pete and David, who had travelled down on the Friday evening, then Riley Snr. arrived with the support tuck! The

next few hours were taken up arranging the club marquee and it's regalia, while behind the scene's the 'Support Crew' were erecting sleeping accommodation and supplying 'T' (Thanks)

Our marquee this year was next to all the other Italian bike manufacturers (Laverda, Ducati, Morini, IMOC etc) This was on the perimeter of the showground, so it was a little out of the way and therefore 'quieter' than previous years. The following exhibited their bikes:

- Myself : Northwest
- Pete Fisher : GFR and Norturno
- Ian Calvert : Saturno
- Karl South : Northwest
- Gary Cooper : DNA 180

Late Saturday afternoon Luke Brackenbury from 'Bike' magazine came to show us his DNA 180, which he was using for a long term test. Apart from a re-build of a rear shock, he was very impressed with

the "bike", and was keen to take it to the track day at Cadwell - Hopefully a good report will appear soon.

The Saturday evening and "a mix-up in communication" saw Pete and David going to one pub and myself and Matt going to another for liquid refreshment and some nosh! On a medium wobble back to the showground, Matt produced his stash of 'Wicked Ale' a pleasantly potent 7% strength bitter, watching people disappear into the night sky on the bungee cage seemed far more interesting than usual. Somehow we found our own tent amongst the multitude of 'tent shapes' in the darkness (with the occasional mortar bomb going of overhead!)

The next thing I know - Sunday morning arrives! So, after the traditional re-warmed hot dog and coffee (such nutrition and value!) the day starts and the sun shines. Gary



arrived on his brand new 180 DNA, we re-arranged the bikes and disguised our 'trip hazard' tree stump with the Network board. Nobody fancied the cavalcade of clubs this year, I think most of us have experienced it from previous years! The rest of the Riley tribe arrived in the car and set up camp behind the marquee so, it was off to find swings and ice cream!

In among the 'attractions' I was pleased to have a natter with John Deacon on the BMW stand, and have a good look at his Dakar desert Racer - Awesome! If only the 750cc Gilera single was mass produced. Hmmm...

A steady stream of people visited



the Network tent over the weekend, thanks also to the club members who called in to say Hello. Gary's DNA took centre stage this year I think, many people of all age's etc. seemed very interested in the new 4-stroke machine (many people thinking it to be a 50 at first)

Special mention for Ian Calvert who was contesting the moped endurance race. Again, no works Gilera team entry despite David's efforts - keep at' em! His team Reve Red Rum faced many 'uphill

battles' a rider short to start with. (Sorry Ian - keep me in mind for next year?) But they managed to bring home the 'Privateer' Honda to 5th in class! It was also nice to get 'very acquainted' with his Saturno at the end of the show..!

Again, thanks to all for your help, I think the whole weekend went very smoothly and I hope you all managed to buy a bargain and sorted out the nice from the naff!

Written by

Mike Riley

NICE ONE POGGII!

Congratulations to Manuel Poggiali, the 18 year old from San Marino who, after producing good results all season won the French 125cc G.P. at Le Mans on 20 May on his Gilera.

According to my records (I'm sure Raymond would correct me) the last time a Gilera won a G.P. was, the sidecar outfit of Florian Camathias at the Spanish G.P., Montjuich in 1964. The last (and only) 125cc victory went to Romolo Ferri at the German G.P., solitude in 1956, he did however finish second in the championship that year.

Ferri's race number in Germany was 154, Poggiali race's under 54 coincidence !? At the time of writing, Poggiali lies joint second with 72 points, only 3 points behind leader, Gino Borsoi. I know the bike is really a Derbi in disguise but' didn't the all conquering multi of the '50s start life out as a Rondine?

Anyway to see the 'Twin Rings' on the side of the red bike racing (at the front) is still magic!

2001 - 125cc world champion : Poggiali / Gilera...it could happen!

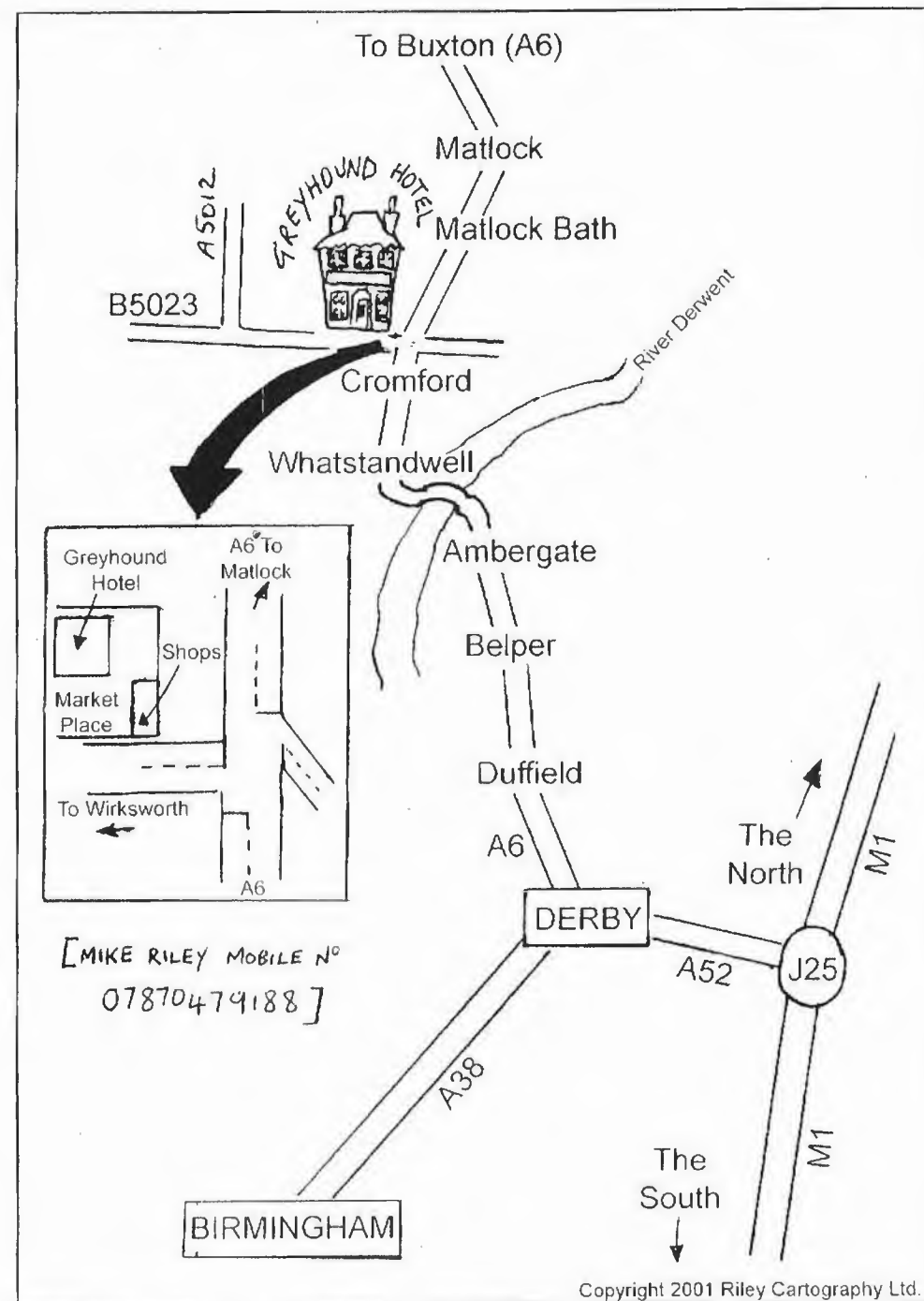
Written By Mike Riley

AGM

Please put this date in your diary's, on your calendars, computers, mobile phones, kitchen wall, bedroom ceiling etc.

Sunday 19 August 2001. This is the date for the Gilera Network A.G.M. The clubs future is in your hands. The venue is, The Greyhound Hotel, Cromford Market Place, Matlock, Derbyshire Tel. 01629 822551. The meeting will commence at 1500hrs. Calvary dinners are available from 1330hrs price £5.

Unfortunately, I will have to stand down as club secretary this year—new challenges / commitments both at work and on the home front see's motorcycling at the bottom of my priority list for the moment. I propose to end my secretary's role at the end of the Stafford Show in October,. However a 'New Sec.' would need to be elected at the A.G.M. the job isn't difficult, it's more enthusiasm and a little time



than technical knowledge that's required.

The meeting agenda will be read on the day so any comments you would like raised or proposals, even if you can't get to the meeting (don't be shy!) let me know prior to 19 August so I can get them down on paper. It would also be nice if you could contact me if you are attending, so I can let the 'Greyhound' know how many (approx.) for dinner. In fact for any further info. (rout's etc.) give me a ring, Ta.

See you on the 19th (You know it makes sense!)

Directions:

From Derby:- Follow signs for Matlock A6, Left at lights in Cromford. Pub on right hand side.

From the North:- Use either A6 Buxton to Derby, right at lights in Cromford

or

A515 from Buxton, Left onto A5012 via Gellia to Cromford.

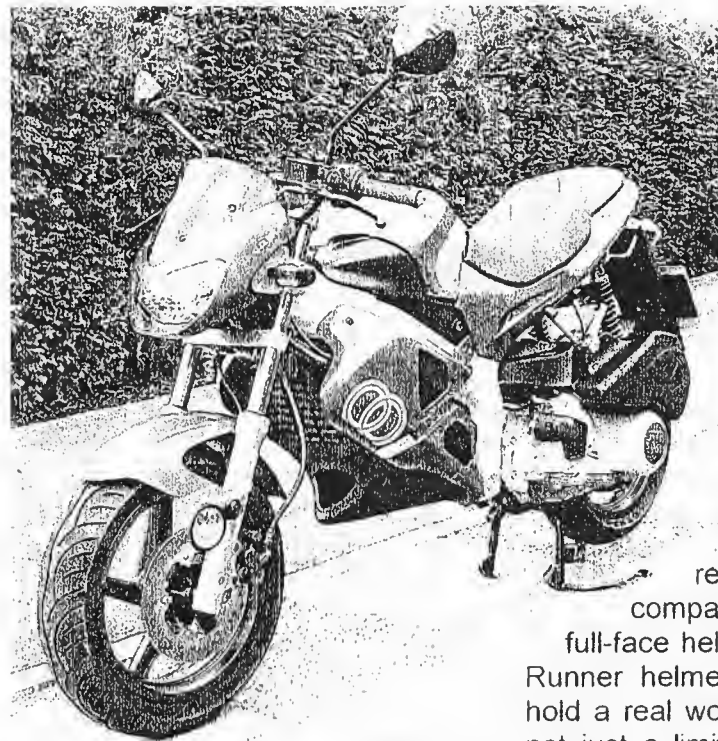
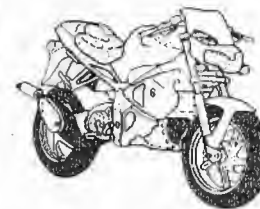
Written By Mike Riley

Motorcycle Mechanics Show
Don't forget the Motorcycle Mechanics Show at Stafford. It's on Saturday 20 and Sunday 21 of October. Anybody wanting to show their bike (£5 expenses to be paid to every exhibitor) please contact **Mike Riley** on the number on the back page.



GILERA

Twist & Go



engine capacities. The engine is a 4-stroke 4 valve unit the 180cc delivers a claimed 19bhp at the crank, (the Runner 2-stroke 180 produces a claimed 21bhp at the crank). The DNA has the look of a bike rather than a scooter. This is achieved by having a false petrol tank that really is a storage

compartment that takes a

full-face helmet. This unlike the

Runner helmet compartment can hold a real world size helmet and not just a limited few. The DNA

can hold a Shoei Raid, any Vemar and even a BMW System 4

helmet. The fuel tank is below the storage area and this time is a

more regular shape instead of the Runners odd (if there's a spare

inch lets fill it with the fuel tank) shape, this means the fuel gauge

actually tells you something meaningful. As I've mentioned

gauges the temperature gauge

Well I've gone and sold my Runner FXR 180 and bought one of the new Gilera DNA 180's. I picked it up mid May and started the 625 mile run-in period. I'd managed to complete the run-in period by 2 June when it went in for it's free run-in service.

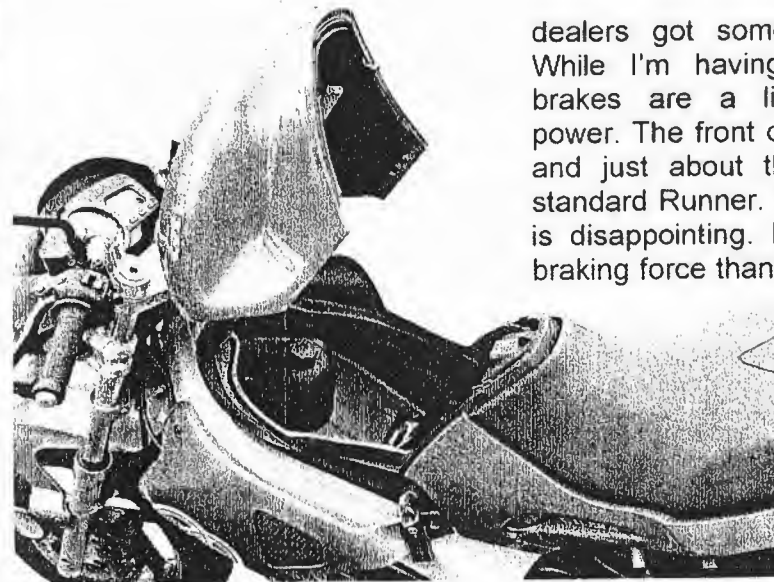
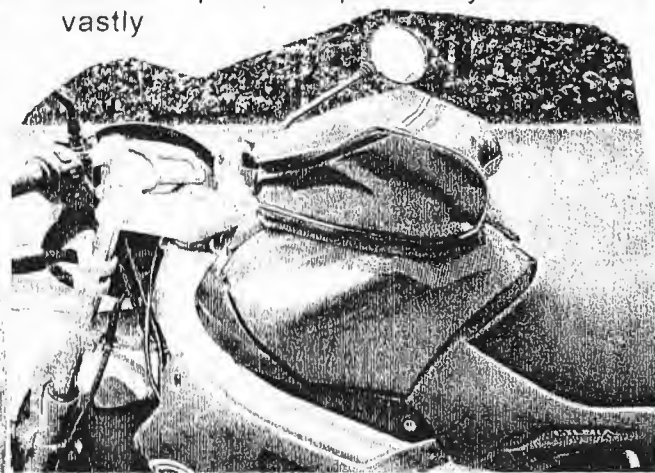
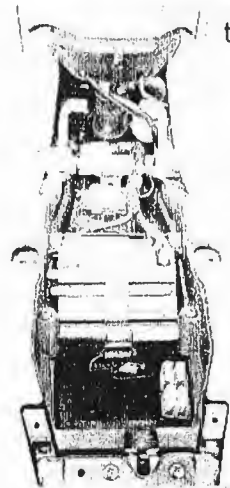
The DNA 180 and 125 are identical apart from the different

can actually be seen working where as the Runner temperature gauge always shows 'Cold' in normal use. The speedometer is a digital affair that appears to be more accurate than the Runners. How many Runner 180 owners have actually said their Runner does 90 Mph when infact due to a over reading gauge they usually are only doing about 75 Mph. The fuel filler is under the false tank together with the coolant expansion bottle and the Gilera tool kit that is made from a new durable blend of soft cheese, it should at least manage a couple of screws, the plug spanner is slightly more durable. The battery, fuses and ignition module are housed under the seat together with a cable and plug that are for the Gilera alarm.

On the road the DNA feels much more stable than the old Runner.

This is due to the vastly

improved forks and the duel suspension units on the rear wheel not to mention the engine mount that just about eliminates the lateral wheel movement as found on all 2-stroke Runners. As the DNA is a 4-stroke it doesn't have the surge of power that the Runner 180 had, but delivers the power very evenly with drive being sent to the wheel at a slower engine speed. Due to the way the engine delivers its power the DNA hides it's speed, you don't notice how fast you are going. Initially I was using the brakes to adjust my speed in to corners as if I was riding the Runner but the DNA can cope with mush faster cornering. This increase in the unmodified limits of the DNA compared to the Runner will mean that increases in power gained by tuning will be more usable rather than providing moments of panic as on the Runner. I was happy with the power output of my old Runner



dealers got some work to do. While I'm having a moan the brakes are a little lacking in power. The front disc brake is Ok and just about the same as a standard Runner. The back brake is disappointing. It provides less braking force than the drum brake

on my old Runner 180. The brake feel is rather spongy with a lot of hand pressure needed to stop, it feels

because of its poor for its performance (but good for a scooter) handling. However I am waiting for tuning products to arrive for the DNA, (PM Tuning have a exhaust and carb. correction kit in development).

as thought the brake lines are bulging especially the rear but I suspect it's poor quality standard brake pads. I will be experimenting with some new pads soon.

I've seen a review of the DNA in "Twist & Go" magazine they quote there tested top speed as 75Mph (from a hand held GPS unit) at this speed the DNA digital speedometer was showing 83Mph. I don't know if it's because my DNA engine is still tight (it's done 800 miles at time of writing) but it struggles to get to 70Mph on the speedo' which equates to a real 63Mph if the 83Mph = a real 75 Mph holds true to other DNA's. If it does and more miles to loosen the engine doesn't fix it then the

During the time I've owned the DNA I've had a few smaller problems. The first to appear was the random flash of the oil pressure light for no apparent reason, this will hopefully be fixed by replacing the pressure switch. The second is the annoying lock mechanism on the storage tank lid. The locking pins that are screwed to the tank lid keep coming loose so it doesn't lock.

Written By

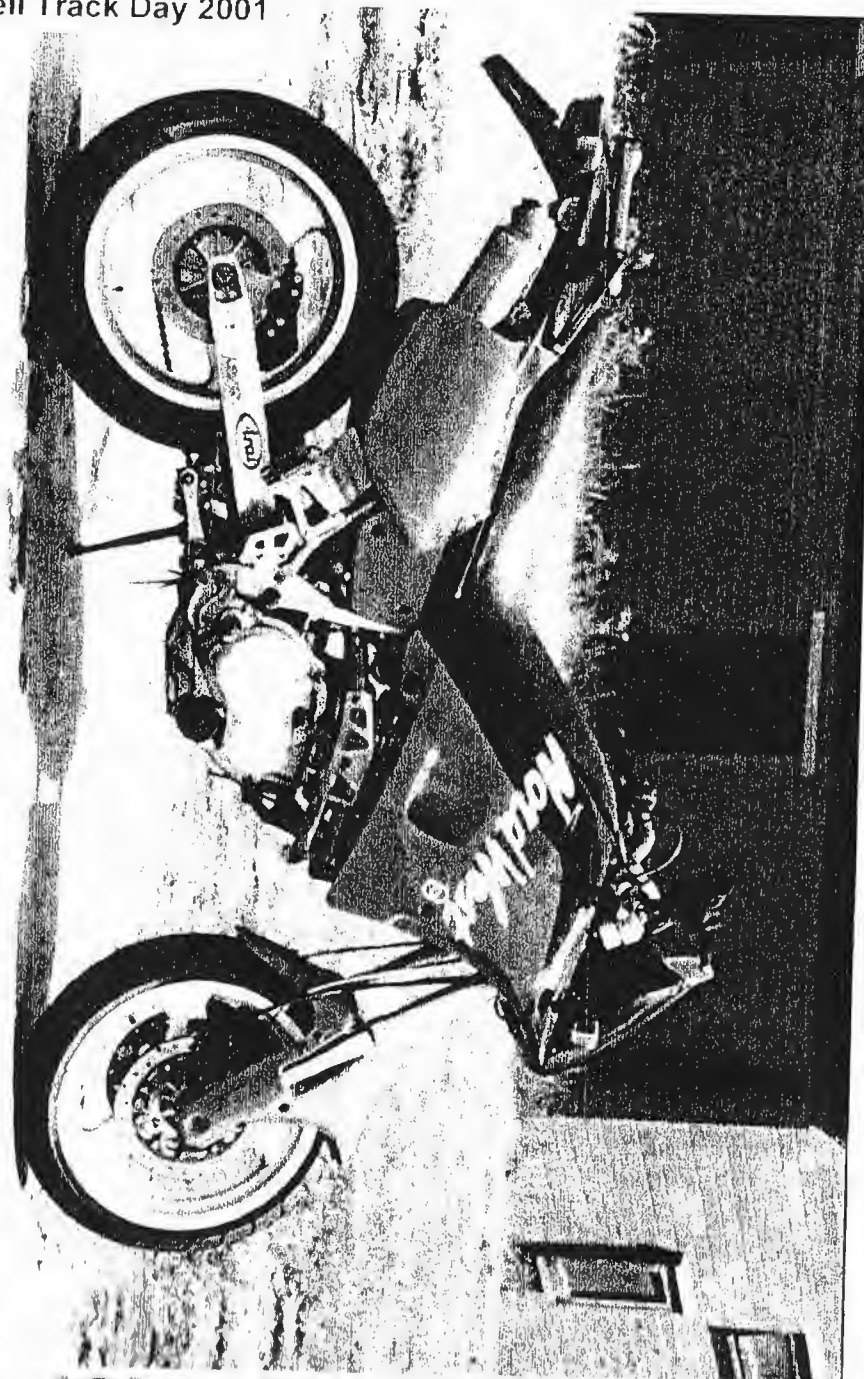
Gary Cooper

Cadwell Track Day 2001



Cadwell Track Day 2001





GILERA NETWORK

FOR SALE AND WANTED

GILERA SATURNO 500's For Sale.
New and used models, are available
in limited numbers so first come first
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New £2800 still in create c/w bike
cover.

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Call or fax Chris at V2 Studios on:
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1991 Saturno for sale 4000 miles,
mods include oil cooler, big bore kit
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(softer than track but stiffer than nor-
mal road). All standard parts are
available. GBP3250.

Andrew J.S. Gebhardt
Tel. No. ++44 20 7260 2292
Fax. No. ++44 20 7260 2914
Email: agebhard@lehman.com

I have a Gilera codura with armour coat like the ones I sold in the Gen last
year, it is size xl the jacket has only been worn a couple of times or so in
summer and is in really first class condition so £60. One letterbox headlight
£17.00. Two new seat covers (nw/rc) one purple the other blue £12.00 each
An adjustable paddock stand that will go onto the swing arm of the nw/rc
without having to remove the disk cover £25.00. All items include postage

Contact Les Wassall on 01260 297294

Welcome to the following New Members

- 368 Craig English, Shotton. (GFR)
- 369 Chris Hopper, Glasgow. (Runner SP 180)
- 370 John Wagstaffe, Milton Keynes. (Nordwest)
- 371 Mark Jones, Denbighshire. (Runner SP 180)

2001 Events Diary

19 August AGM

20 and 21 October Classic Mechanic Show