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Editorial

You may get the impression from this issue of the GeN that the AGM didn't go as we hoped, in fact only 5 people were there, out of that 5 only 3 were paid up members, therefore not enough members were present to be quorate. So please read the AGM related section of this issue. Also the Network is looking for volunteers to take on the role of chairman, secretary and membership secretary. The future of the Gilera Network depends on finding members to undertake these roles.

Also to keep the GeN newsletter going strong we need articles from members. The articles can be about anything as long as there's a Gilera theme even if it's fairly vague. All the members of the network must be interested in Gilera or they wouldn't be members. So any article is guaranteed an appreciative audience.

By Gary Cooper

Chairman's Chat

Prepare for winter.

You may have noticed that summer is over, amongst other things that means that your bike is going to get a hard time from the weather for the next few months. You can do a few simple things to help it survive the onslaught.

1. Give it a wash every week to keep the build up of crap under control. De-greasers are all expensive the spray ones are good at getting it everywhere but they cost the most. Buy a big tin of Gunk and a spray bottle from Woolies. Spray it on and work it in with a cheap half-inch paint brush and old tooth brush. A bucket of hot water with some washing up liquid will get it off.
2. Polish all the paint work regularly, hard work but it will keep it looking good and it is not that bad if you do it often.
3. Spray everything with WD40 (except the brakes and the seat!). Helps to keep water out and stop corrosion.
4. Use the nozzle on WD 40 to get spray into all the switch gear and down cables.
5. Get waterproof grease from a ship chandlers or wet bike dealer. Un-plug connectors and squeeze some in before re-connecting to keep water and corrosion out.

6. If you do not have a Scott chain oiler you should clean and lubricate the chain often.
7. Clean the rubbish out of the slots or holes in brake disks every few weeks.
8. Grease suspension and oil all pivots regularly. Nordwest and RC600 have grease points. Saturno needs to have the suspension bolts removed. Runners and DNAs will let you know when the engine pivots need attention because you will get bad vibration through the bike, remove the engine mounting bolts one at a time clean and grease.
9. Keep an eye on the battery electrolyte level. A full battery is a happy battery. On a cold morning your battery will need to be in top condition if it is going to turn the engine.
10. Carry a spare headlight bulb. Oh yes and make sure you have any tools needed to change it.

Web news

If you are on the web check out <http://www.micapeak.com/reg/bikes/GILERA/> A site where you can register your bike details and communicate with other enthusiasts. Last time I looked there were 30 bikes registered on the Gilera page. There are about 1500 Suzuki TL's! Glad I haven't got something that common.

Another interesting site is The Thumper Page <http://www.perardua.net/thumper/addr.html> If you are into

singles then you should go here, they have owners pages, reviews, galleries etc.

You may even want to add to the limited Gilera archive. Reading much of this site you would think that the Japs made good singles! (I had an SR500 for ten years! Not quite in the same class)

News

The current Gilera range has been selling well over the summer. The Runner and DNA continue to be very popular and the new Ice 50 is already proving a hit, mainly with younger riders. The Coguar 125 custom is also popular, custom bike sales are generally improving. Is this sports bike riders re-aligning their interest to preserve badly battered driving licences?

The 600 Supersport was launched at the Milan show just like they said it would be. Not a bad looking beast either. It uses a Suzuki 600 injected engine as fitted to the current GSXR, this is reckoned to be the 600 motor of the moment. The chassis is built up out of extruded alloy and titanium parts that are glued together, yes glued, that is how they fix a lot of bits on aircraft nowadays. I just hope Gilera use the same glue! Other bits are Brembo etc. all seem to be good quality and it adds up to a bike that is a few kilos lighter than the Suzuki. Price should be at the top end of the Jap 600's so not un-reasonable. Good spec, good looks, right price, right name, it should be a winner. And they

are still determined to go racing with it!

The 600 is due to be in the shops about this time next year.

See some pics of it on www.gilera.com.

The bike will be at the NEC along with several classic Gileras and the prototype 850cc 90 degree V-twin engine that Piaggio are developing. Don't be too quick to condemn it, Piaggio are very good at engines so come and have a look. A new all Gilera bike is on the way! And I will be amazed if it ain't drop dead gorgeous inside and out.

The classic Gileras on show should include an 'old' Four, one of the factory desert racers and one of the v-twin 250 two stroke GP racers, so bring plenty of film and enjoy the show.

Talking of racing, Poggiali is still in with a chance of winning the 125 world championship. He is currently second (10 points behind) with four races to go.

Other news is all a bit speculative at the moment. As you probably know, Piaggio have bought into the Cagiva company. Well it seems that they have the rights to use any of the products but not to use the Cagiva name so they could well re-badge some of the current Cagiva models, a Gilera Raptor maybe, it could be a nice bike if they improved the build quality. It also seems that the Cagiva tie up may answer the question about where the 600 will be built, Cagiva

have a large factory all set up for building motorcycles.

Don't worry they can use the MV badge and should continue to produce the F4 etc. Funny isn't it, the original MV four engine was a copy of the Gilera four, now we could have the new MV engine in a Gilera. Somehow I doubt if they will do that.

DNA 180

Last issue I told you about a Gilera 180 I had borrowed. Well I did about 500 miles on it over a few weeks, this included commuting to work and 60 miles to the coast and back one day that was my longest run on it I did about 165 mile altogether that day and I really enjoyed it. The suspension was not really up to the awful pot holes in London but felt much better suited to sailing along the country lanes of Sussex. I think that is where I enjoyed it most.

Overall I averaged 71 mpg and I think that is reasonable. The only problem I had was a 6mm bolt that went straight through the front tyre! Just an ordinary bolt about an inch long and I was only doing about 10 mph when I drove over it. It felt like a stone had got stuck in the tread so I stopped to get rid of it after a hundred yards only to find a bolt head shining at me.

Brakes were always good, bike was comfortable and could keep a good pace without too much effort. I still think it needs a carbon can to make it sound and look right.

By David Champion

Urgent AGM News

Chairmans AGM Report

Well we tried to have an AGM but we fell well short of getting enough members present to make it quorate so we are now going to try plan B.

Firstly let me say that the club was started to keep Gilera enthusiasts in touch with each other, it can only survive if you the members want it to. What we are going to do now is have a postal AGM. All paid up members will receive the necessary paperwork in due course.

First thing is: We need you. Is there anyone out there who would like to serve on the Gilera Network committee?

Three serving committee members would like to stand down so we would be pleased to have any offers to stand as Chairman, Secretary or Membership Secretary. If you would like to nominate yourself for any of these or the other committee positions please contact Dave Champion or Mike Riley as soon as possible. If you don't do it now it will be too late because we have to get the paper work prepared and posted soon

The Gilera name is about to be launched into the big time with the arrival of the first of a range of new

big bikes, it would be a shame if the club failed now so please, if you can spare a small amount of time to help your favourite brand give us a call.

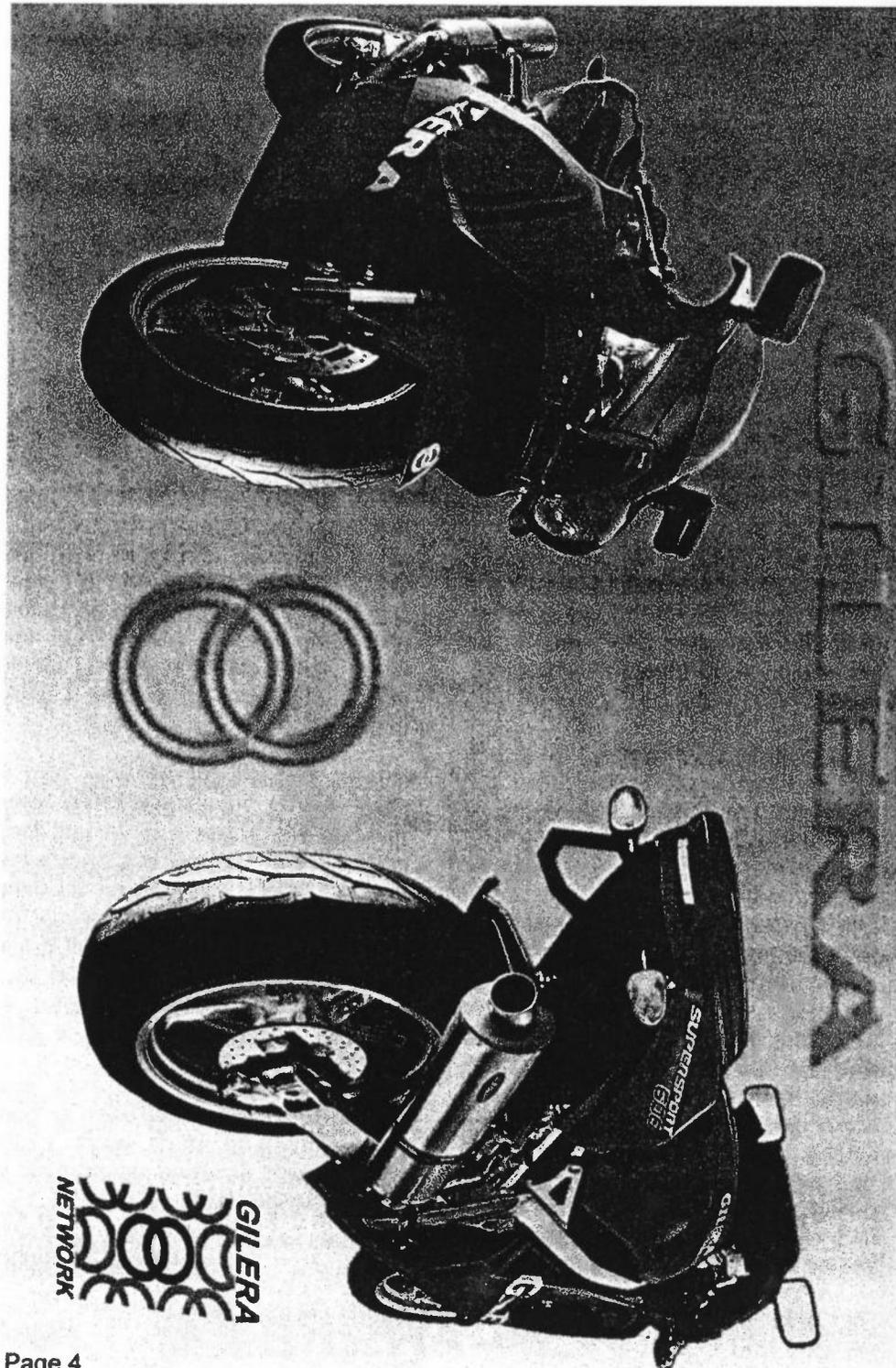
By David Champion

Secretaries AGM Report

After taking on the role of Secretary in July 2000, I had a few problems sorting out the Stafford Show for that year and BMF affiliation. A combination of the date I started and deadlines for the show, also new appointed officials at BMF head office confused things initially. But after that, all my dealings secretary wise have been easy, staff at the BMF have been very helpful on several occasions.

The club continued in the same 'Formula' as before and we attended three events in 2000/2001: Elvington "Gilera" Day, Stafford Classic Mechanics Show and BMF 2001. This year saw no official help from Piaggio at the BMF show I don't know if this trend will continue, the Gilera presence at this year's British G.P. was quite noticeable however! (My Gilera t-shirt now sports a Manuel Poggiali signature!!)

On a club level, our attendance at these shows continues to raise interest and awareness of the Gilera



name, and on a personal note all events have offered me with a great satisfaction due to the people I have met and talked with. (A special mention for John Deacon who I met at this year's BMF rally, he sadly lost his life whilst riding in the Master Rally, August this year, fantastic bloke and always a motorcycling hero.)

No committee meetings were held, one thing that may need to be discussed however is overseas members. As Eurocheques are no longer accepted in the UK. It seems any one wanting to join from overseas has to go through a long winded and costly process to send any monies to join the club.

As already reported I will end the Secretary's role after the Classic Mechanics Show October 2001, the

club is small and therefore not very 'active' but we are unique and well worth carrying on. Thank-you to all that have attended shows etc. and helped along the way.

By Mike Riley

Editors AGM Report

I've been the editor of the GeN for a year now, during that year everything regarding the production of the newsletter has gone fairly smoothly. The only recurring problem is the lack of articles contributions. As we all share the same interest of Gilera we all must have some information that is of interest to other members. With further article contributions from members the GeN should continue.

By Gary Cooper

Membership Secretary AGM Report

There are 55 paid-up members with new members making up a good proportion.

The membership database is fully up to date including new or changed addresses added. All monies paid into bank, total to date = £909.70 (19 July 01) since last AGM. (£810 = subs + £99.70 clothing)

Clothing sales has stopped altogether, and we thought there would have been more response for items considering initial interest for caps, t-shirts etc. Some items are in stock an advert will go in the next GeN.

- Renewals still coming in to date but very slowly.
- Introduction of the membership badge has been well received but a good stock due to low membership.
- I will not be standing as membership secretary but will give any help / advice to a new membership secretary.
- I wish every success to the club for the future.

By Les Wassall

Cadwell Park 2001 Track Day

The Moto Morini Riders Club came up with the goods again this year at Cadwell Park, in the face of adversity, namely the good old British weather.

Michael Fish had been forecasting rain for Friday 15th, for most of the country, all week (and he was right). Consequently, I had been preparing myself for a track day in the rain all week. I had already paid my money, booked a days holiday, hired a van and arranged B&B in Horncastle (note-biker friendly B&B with large lock-up for safe bike storage Mrs. Williams, Jubilee House - Tel. 01507 527000), so I was going to the track day come Hell or high water. The weather is of course a make or break factor for a track day. Riding in the rain, whilst interesting, is far from fun. I think, to everyone's amazement at Cadwell, it rained just once, for twenty minutes in the afternoon.

The concession rate for single cylinder bikes seemed to inspire some people as we saw a few different bikes this year. Particularly interesting for me was a Yamaha SZR 660. A bit like a sports 125, small and light, but without the hassle of a two stroke motor. I seriously considered one of these bikes when they first came out, but it would have meant selling the Nordie (no way!). A Bimota Supermono (650 BMW engine) also graced the circuit,

Treasurers AGM Report - Provisional Income & Expenditure 1/7/00 to 30/6/01

Income		Expenditure	
(1) Subscriptions	724.00	Postage	169.90
Regalia	128.70	Photocopying Misc	79.40
Stafford Show	25.00	Photocopying <i>The GeN</i>	149.70
Bank Interest	31.57	Stationery	73.80
		BMF Show	129.28
		BMF Insurance	112.00
		Stafford Show	45.00
		Clothing & Regalia	394.86
	909.27		1153.94
Surplus	(244.67)		
(2) Cash in Bank as at 30/06/01	2353.08		

- NOTES: 1). Subscription figure includes elements of 00/01 and 01/02 renewals.
2). Cheque for £112 BMF Insurance not yet presented by payee.

By Richie Round

although the owner seemed a little dissatisfied with the build quality. As we were lined up in the holding area for one particular session, I was sat next to the Bimota, who in turn was next to the SZR. It was noticed that all three bikes had Paioli forks (not so surprising given that all three bikes were built in Italy). The chap on the Bimota was enquiring if any one knew of a UK agent for Paioli as he wanted to change the springs - answers on a post card? There were a couple of amiable Scots, who showed a few of us Sassenacks a thing or two on there KTM Dukes. Also a green machine which looked for all the world like a Kawasaki, but the owner insisted it was a single cylinder bike. This gave the one and only Saturno in attendance a run for it's money.

Geoff Woodcock turned up on his newly acquired Northwest, only to suffer the same fate as last year, a leaky head gasket. This guy is so laid back. He rides to the track day, does one session only to arrives back in the paddock with water coming out of the header tank. Bearing in mind he has ridden to the circuit and still has to get home and is also missing out on track time. He calmly borrows a few tools from around the paddock, strips the bike down, pumps the water back into the system and loosens off the head bolts. Allowing the engine to cool down over lunch and ignoring comments like 'that'll be the head gasket blown' and insults like 'is that a Rotax motor?' re-torque's the head and 'job done' - enjoys the rest of the day, gradually winding up the revs, session by session.

Bruce Mackie was not so fortunate on the other hand, having his engine expire half way through the proceedings. Our illustrious new editor, Gary Cooper, was in attendance, sporting a camera which looked like something out of Star Wars. So hopefully there will be a good photographic record of this years track day. I still want to know why he wasn't on his 180 Runner in the Morini/Singles group! (Didn't Dick Stapley enter a Runner at Cadwell one year?)

This was my third time at Cadwell in as many years. I would like to think my riding improves each year but judging by the speed some riders coming past me, I still have a long way to go. Probably further than I have useful riding years left in me. I know it's the taking part, but you like to think there is a process of continuous improvement. The key to Cadwell for me is Charlie's. It has always troubled me, with the double apex and having to hold the bike out wide, aiming for a point on the track you can't actually see on entering the corner, because the track drops away. Getting this somewhere near right can give you an extra ten miles per hour going down Park Straight.

A change to this years proceedings was an initial session of three sighting laps, behind an instructor from the Cadwell Ducati Experience. The instructor was available throughout the day for 'individual sighting laps' which I, for one took advantage of. He followed me for a couple of laps (I think he managed to keep up) then he

took the lead and showed me the correct line for my speed, pointing to places of particular importance. Nothing in depth, no post mortem, but it gives you something to work on during the day. It is possible to learn from the faster riders in your group, but they only give you a fleeting glimpse of what is possible as they flash past. Not being able to stay with them means you only get a 'snap shot' for that section of the track. Clearly the Northwest has more grip than my confidence will allow me to explore. I guess that's one of the reasons I keep coming back each year.

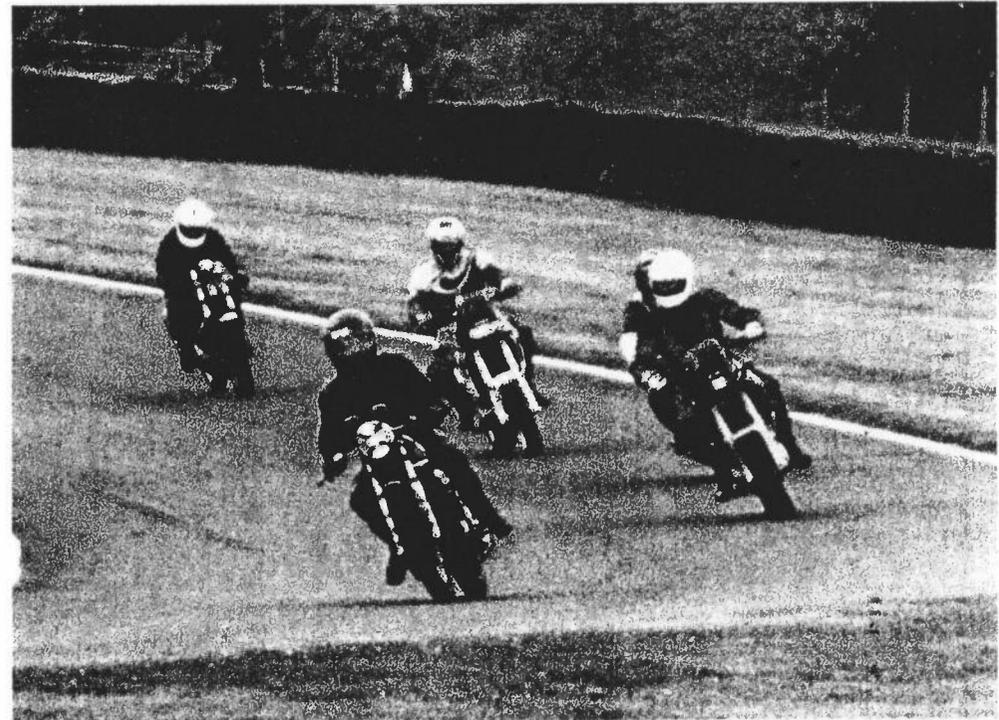
I was disappointed to hear that Three Sisters will not be on this year, as last

year was great fun. The circuit is just a big kart track which twists in on itself again and again, making it a second gear, eight thousand rpm thrash. I managed just one hundred and two kilometres before having to go onto reserve tank! So I will have to wait until next year for my 'track day fix'.

As always, many thanks to the Moto Morini Riders Club for organising the event and the staff at Cadwell Park for making it a safe and enjoyable day.

See you all next year

By Nick Bell



Nordwest Frontier



Firstly a very big thank you to Keith Spackman who sent me some demon 'wavy' shims to cure the clattering front disk on the Norturno. They certainly did the trick and it is now clear just how loose and rattly it had become!

Not many more hillclimbs since the June issue thanks to FMD. The June Gurston did not provide the benefit of a tail wind up the final hill, so no improvement on my May time. In fact I gave myself quite a scare on the penultimate run by taking 'hollow' too tight and clipping the rumble strip with my back wheel. This is a really meaty corrugation rather than a bit of gently raised painted concrete, so the bike lurched up and sideways at a good 80 +, leading to a wobble lurid enough for Robin's dad to comment on as I raised the dust at the very edge of the

track, before Benjy Straw's rule 1 (do nothing) allowed the 604 to regain her composure. Hope Geoff got it on video! The Camelot camper then decided to fracture its gear linkage at the bottom of the hill down into Marlborough on the way home. Still, it allowed me to test my very cheap get you home cover on the camper van for the first time. I was well impressed with the service from Call Assist's local agent seeing as it was a Sunday afternoon.

Next time out was Curborough at the end of July on three wheels! The NHCA had arranged track time on the sprint course, and as the entry was not filled by newcomers to the sport having a go, an old-timer was allowed to have a try on an outfit. Race preparation consisted of removing the big touring screen from the Guzzi and Squire (in fact I think it looks so much better without it I shall leave it off) and making sure there was a newspaper for my press-ganged passenger Robin to read. It was really fun because the course was almost entirely right-handers. As the bike is so grunty and the chair so light spinning/drifted back wheel and flapping handlebars were the order of the day. Several runs were enjoyed and we managed to keep a few seconds ahead of a Norton engine Wasp enduro outfit which was being ridden with great gusto. His passenger was able to get their weight to bear on the cornering better than Robin who was forced to stay put in the RS3 pod, but our superior tyre grip and possibly greater torque gave us an advantage. My shoulders

were still aching the next day when it was time to ride a solo. It was also too hot for me, so my times were way off my best last year.

Meanwhile the GFR decided to demand more attention by shearing two of the rubber-bonded mountings on the speedo instrument cluster and suffering from a binding front brake. Bob Wright was able to get me replacement mountings, and a 'happy' hour or so was spent removing and replacing the top fairing so that they could be fitted. A close inspection of the front brake revealed the pads were so worn the pistons were probably coming so far out of the calliper they weren't returning properly. New pads and a good squirt

of brake cleaner combined with working the pistons in and out a few times has transformed the brake and made me realise it must have been binding slightly since Cadwell last year - the bike is definitely significantly quicker!

I couldn't get to the AGM as I we had just got back from holiday and I was looking after Duncan while Alison went to see a relative in Ireland for a week. David tells me that he is trying to organise a postal AGM. Please come forward if you can help fill the vacant posts, otherwise it will be a case of "That's All Folks" for the Gilera Network.

By Peter Fisher

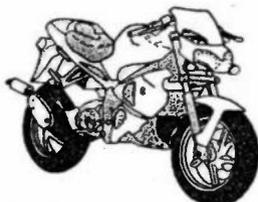
Motorcycle Mechanics Show

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.



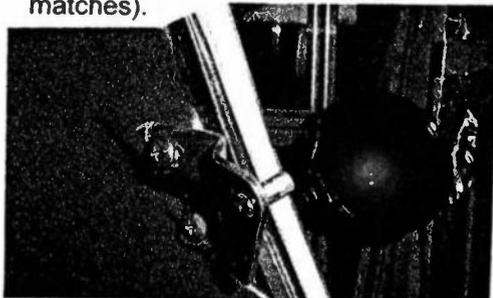
GILERA

Twist & Go



It's been 4 months now since I took delivery of my DNA 180, so far it's been sort of alright. The DNA has done 2500 miles now and when compared to the Runner 180 I had before it's better handling shows through even more now the DNA's engine has loosened. In the last issue I mentioned the problem with the oil light randomly flashing on for a fraction of a second, my dealer had ordered a new oil pressure switch but then found other DNA 125 & 180 owners were having the same problem so now it's just a Gilera DNA unreferenced feature. The odd thing is the Runner VX 125 and VXR 180 with the same engines but different instruments don't as far as I know have the same problem. A week after getting the DNA I returned to the dealer to order a side stand, apparently they do exist but your lucky ever to just see the slightest glimpse of one, it's still on back order. The false tank storage area is another item that requires a little more thought by Gilera. I noticed some small hairline cracks in the tank's paint finish. They coincide perfectly with the lock catch that secures the tank lid closed. The lock catches are fixed with two self tapping screws to the inside of the tank lid the action of opening and closing the lid has made the plastic crack. The cracks are

growing and my dealer has ordered a new tank lid (I hope the colour matches).

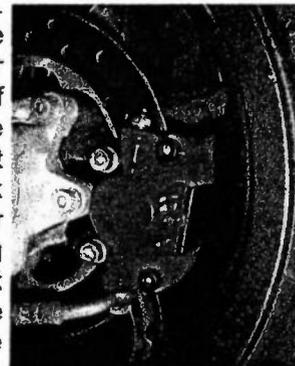


While I'm on about body work I've been making a fibre glass cover for the coloured bit of the DNA seat. The material used by Gilera marks very easily so once the cover is done it'll improve the look of the seat.



I've improved the feel of the front brake by fitting a set of new brake pads made by an Italian company called "Braking" they are available from PM Tuning on 01524 824843 and will also fit the 2-stroke Runner

125 & 180 and the Runner VX 125 and VXR 180. The rear brake is still very poor requiring lots of lever pressure to do anything it won't even lock the wheel under heavy braking when the weight transfers to the front. So I'll see what different



pads and braided hoses do. PM Tuning will also have a variator available for the 4-stroke LEADER engines that improved acceleration and top speed for early October, also planned for the same time is a front big disc kit for the 125 and 180 DNA. In December they plan to have a performance exhaust and carb. correction kit available for the DNA.

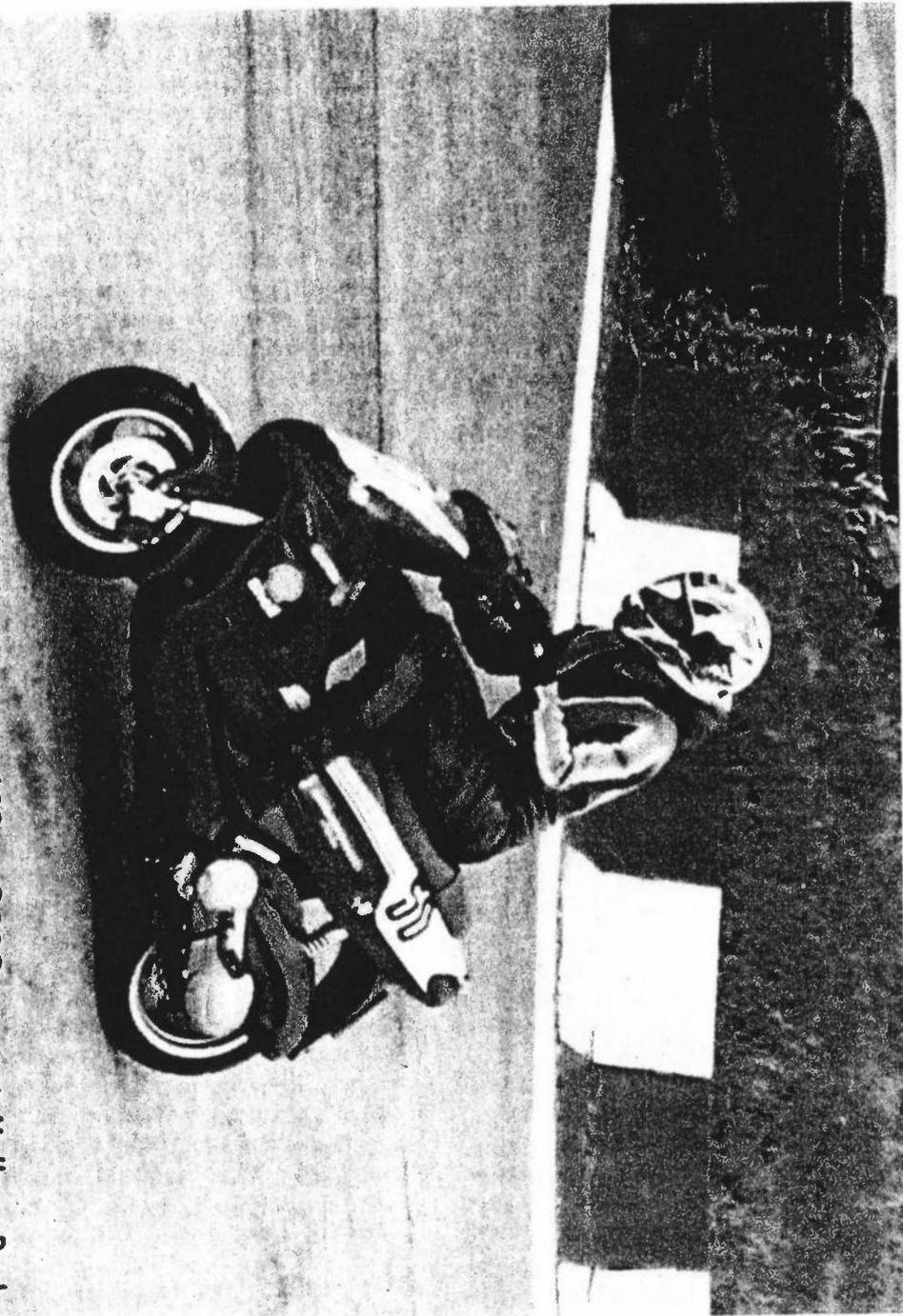
A work colleague has bought a DNA 125, he has also had a few problems. They are the free standard randomly flashing oil light and a rev-counter with a mind of its own. I know the rev-counter is just an ornament on a auto-scooter but it should work when fresh out of the box. A new instrument panel was ordered by the dealer and fitted when the part arrived over a month later. Now he still has a flashing oil light and a rev-counter with a mind of it's own.

During the first week of September I took the weather forecast a little to literally and decided to have a ride up to the Lake District. I set off and the sky was a little overcast as forecast

but they should have been clearing further up north. I got a little lost around the Halifax area and then found myself on the M62. Everything was going fine, the DNA coped fine with the traffic then where the farm house appears between the M62 everything went grey, 8 miles further it started to rain. I got off the M62 on to the M66 and headed for Accrington where it stopped raining and I had some food. I thought that it was going to brighten up now as the weather people had forecast so I continued through Accrington the M6 via Billington and the A59. All went well on the M6 until I got to Lancaster where the sky went black and the very heavy rain started. This is when I found that all of my clothing was waterproof apart from two fingers on my right hands brand new waterproof glove and my boots. I stopped at a service area and waited for the even heavier rain to stop. It got to 6:00pm and it was still raining so I stayed the night at the service areas Travelodge. The next morning after watching another weather forecast give rain for the rest of the week I decided to go home. My boots were now dry after using the hair dryer in the room and I used a pair of summer gloves for the ride back. The false tank storage area of the DNA gets quite warm so the wet gloves went in there and dried quickly ready for their trip back to the shop where they were from. The weather was fine all the way back and I managed to get on the A65 somehow which proved to be a really good road for the DNA.

By Gary Cooper

Gilera Runner 180 at BSSO race at Mallory Park



Plea For Newsletter Contributions

Is there anyone out there who has anything they want to say via an article in future issues of *The GeN*? If the answer is yes then send your articles to the editor via post or email at the address on the back cover. There's no problem with hand written articles, all photo's will be returned. Articles photo's sent attached to email can be in almost any format.

Welcome to the following New Members

- 372 Mike Brown, Co Durham (RC 600)
- 373 Doug Milroy, Berks (GFR 125)
- 374 Kim Hocking, Middlesex (DNA)
- 375 Bob Shacklock, Isle of Man (?)
- 376 Jane Bennet, Kent (?)
- 377 Bob Bishop, Stockport (Strada 150)
- 378 Mark Tosh, Middlesex (Nordwest)
- 379 Tim Mathews, Derbyshire (Nordwest)

2001 Events Diary

20 and 21 October Classic Mechanic Show