

# Editorial

The start of 1995 sees Gilera Network membership well into three figures. You may have seen an article in Second Hand Bike 'In the club - Gilera Owners Network', and also an item in Terry Snelling's Classics column in MCN. These mentions in the press have brought in several new members. The MCN piece raised interest amongst the owners of older machines, and we now have a growing contingent of classic Gilera enthusiasts including Gerard Gilligan the marque specialist of IMOC. I am sure they will find Raymond's piece on the very early 'Gellera' days as fascinating as those of us who have only recently seen the light !

You will find news in this issue of various products, an enhanced tool hire service and plans for our own events as well as supporting other clubs. I hope that you will agree that we are doing our best to achieve the objectives announced in GeN#1.

I have had enquiries from people who are looking for a Gilera and are keen to join the Network while they carry on the search. If anyone knows someone who wants to sell a bike let me know and I can pass on the details to the Gilera owners waiting list !

There will be more opportunities for the Network to get together this year. Make a note in your diary now of the dates for the Spring Gathering and Cadwell Track Day. Those fortunate enough to be going over for the TT this year must not miss our first ever Isle of Man meeting. To ensure news of this and other summer events reach you in good time GeN#5 (June) will actually be out in mid May. Don't forget that all subscriptions will fall due on 31st May. Anyone joining before then should get a full set of five 'GeN's. Let me know if you are missing any issues.

*Now read on . . . .*

## POSTCARD FROM ARCORE

### PART TWO

By the time we get on to the Autostrada heading towards Turin it is raining hard. We had carefully parcelled up some clothes the day before in hopes of posting them home to save a bit of weight on the homeward trip. On presenting our package wrapped in several layers of strong brown paper and parcel tape we were told that it had to be in a box tied up with string and sealing wax ! The parcel had ended up on the back of the bike in a plastic bag, and I wonder how it will stand up to the combination of soaking and heat from the silencer. Traffic is heavy, and I take it very steady amongst the HGV bow waves until we are clear of the Milan conurbation. After stopping for fuel somewhere to the north of Turin the rain eases a little but the temperature begins to drop. The climb up the Aosta valley is a little less uncomfortable and it has virtually stopped raining in Aosta itself. We press on, waving to a British lorry as we pass. As we make a precautionary last fuel stop before the Mont Blanc tunnel at an automatic pump the lorry driver toots his horn and flashes his lights in greeting. Looking towards Courmayeur I see that the snow line is getting lower and lower, or I suppose more correctly our route is naturally taking us higher and higher ! Before long it begins to rain again and then the rain turns to snow. By the time we reach the approach to the tunnel there is several inches of snow on the edge of the road. Fortunately there is enough traffic moving to keep a path clear, even so at the very highest point riding conditions are far from ideal. What a relief it is to enter the tunnel, never mind the fumes - it is warm and dry. By the time we come out the other end I feel a little more comfortable and ready to tackle the hairpins leading down from the exit. The snow isn't quite so heavy on the French side of the Alps and we safely and fairly quickly descend to an altitude where the snow returns to rain.

By this time we have been on the road far longer than we should have without a rest stop but I had wanted to press on over/through the Alps in case the weather got any worse. Eventually we

stop at the same service centre not far from Geneva that we had on the way down. Large plates of steak haché and frites warm us up, and after adjusting the chain we continue towards Macon. It is now pretty cold and unpleasant and Alison has difficulty dealing with toll tickets and money with numb hands and clumsy mittens. Unfortunately there are several peage sections on the section around Geneva. I dread to think how I would have coped on my own. Back on to the A6 by Macon and we decide that Beaune will be as far as we can get. Having liked the Hotel Villages at Dijon we try the one at Beaune first but it is full. We just get the last room at Les Balladins instead. A bit more expensive, but it has its own restaurant so we can relax before a late dinner. I have never enjoyed a hot shower so much before !

Next morning it is cold but bright. A look at the map shows that we can cut a big corner off the motorway route by taking the N71 from Dijon to Troyes. The first part of the route takes us past Nuits St George and other famous Burgundy estates. What a shame we have no room for the odd bottle. The road is definitively French. Hairpinned climbs up and over cols interspersed with long straight sections and lots of nice series of fast sweepers. The heavily loaded NordWest handles suprisingly well. We stop at Châtillon-sur-Seine to get some cash from a hole in the wall. Are 'international' teller machines as easily come by in the average small British town ? By lunch time we reach Troyes but the rain is starting again and so we decide to rejoin the motorway. Having Sunday morning to finish the journey to Calais St Quentin seems about right for our last night in France. By taking the first exit we make it very difficult for ourselves to find the hotel zone, but eventually we check in at a Premiere Classe. There seems to be a link between this chain and the Campanile hotels and we have a

very pleasant dinner at the Campanile restaurant. The 'black pudding in apple sauce' is wonderful. These cheap hotels have a system which allows late travellers to get a room by using a credit card in a computer controlled system. Instead of a key you get an access code which must be entered on a keypad by the door to get into your room. I suspect that either the computer system fouled up or someone was not very good at noting down

their room number, as we awake at 4.30 am to find someone frantically pulling at the door. I quickly put the bolt on just in case, put on the light and gesticulate to the person outside that the room is already taken. In view of the hour, I decide not to open the door to explain in more detail !

Sunday morning is relatively dry but as we make for Calais the wind gets stronger and stronger. On the last section towards

### Adjusting the chain near Geneva

the port there are signs warning of side winds. Just to keep the Nordie heading in a straight line has us heeled over at a fair angle. We get to Calais in time to catch a sailing a couple of hours before the one we are booked on - the advantages of travelling by bike ! Once again the P&O crew go out of their way to make sure that the Gilera is secure for what will be a 'bumpy' crossing. A wedge under both the front and rear wheels and a resilient covered 'box' wedged under the frame is followed by a big tie-down of the type now used by the IOMSPCC rather than a bit of old rope. The ferry journey is mercifully short, and we are glad that our preferred route did not involve one of the longer channel crossings. Back on the shores of 'Old Blighty' the weather has reserved possibly the heaviest rain of the whole trip for the last leg. Together with the terrible end of half-term traffic the whole experience is

thoroughly unpleasant. The last twenty or so miles are spent weaving between the queues on the M6 before we finally and gratefully reach home.

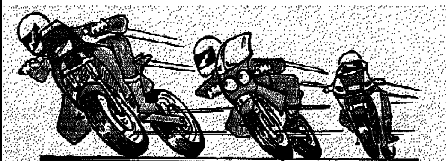
Was it all worth it ? Yes ! It certainly gave us a sense of achievement to have completed such an epic trip on a bike - let alone on a machine which many would consider totally unsuitable. Machine preparation had consisted of an oil and filter change, head bolt torque check, cam belt tension and tappet setting. I made up a sort of bracket from two lengths of alloy strap bolted to the rack and grab handle to hold the Oxford throw-over pannier away from the silencer. I protected the side and tank panels with tape and plastic sheet, but the action of friction and rain still scuffed the NordWest graphics. The poor bike seemed to age a year in a week, and is now

in need of a another service as 8000 Kms approaches. The motor never missed a beat, and started easily after standing out all night in the pouring rain. The rear Hi-sport has worn rather square as a result of all the motorway work. I guess it would have been even worse had it been hot and dry ! The chain now looks like a dog's hind leg despite regular adjustment and lubrication with PJ1 during the trip. Still I don't suppose you can have a more severe test than 2000 miles in a week mostly in the pouring rain. My hands tingled slightly for days after we got home, but I think that was because I had to hold on so tight to the bars wearing Rukka overmitts most of the time. Would I do it again ? Perhaps not at the same time of year and over such a short period. So that I can stock up with goodies

from Frigerio we will probably take the car for a holiday in July taking in a visit to the camp site at Monza.

After regaling everyone at work about what a wet trip we had just experienced we soon realised how lucky we had been not to have been caught up in the worst floods in Italy for decades only a few days later ! Now I wonder how many more mainstream machines would be used for a speed hill climb one month, go to the Manx Grand Prix the next and then cap the 'season' with a seven day excursion to Milan ?

† Pete Fisher



## RALLYE INTERNATIONAL FRANCILLIEN 1994

**Here is a letter to Shirley Pattison from Steve Wride who took part in this rally. Sounds like fun !**

Dear Ms.Pattison,

This letter is to thank you for your recent sponsorship of my entry in the 5th Rallye International Francilien held in central France from the 25th September until the 1 st October 1994. The Rallye formed a round of the French National Rally Championship and my results were as follows:

29th overall (starters numbered to 106) 9th in the 250-650cc Class 1 st placed British Police Officer 2nd placed British rider.

Bearing in mind that we were competing against the best in France I was well pleased with the result. Although we were sent the route some 3 months in advance of the Rally, we had no opportunity to recce the route until a couple of days before the event started which meant that we competed virtually blind. The total distance was in excess of 2000K which included 39 Special Stages on closed roads, the longest being over 10 miles in length. Additionally we raced at the three circuits of Carolle, Magni-Cours and Le Mans.

It was an experience in which I am very grateful to have taken part. The organisation involved in feeding us three meals a day, manning all the Special Stages and Race Circuits, and moving everything the 2000K around France had to be seen to be believed. Everything was escorted around us by the Presidents Police Escort Group who, whilst we were racing every day, were obviously having races all of their own just to keep to schedule. Despite all this the food was excellent, except for cold coffee one morning ! I suffered a major 'off' during the Rally. Day one hadn't been too good and I needed to 'psych' myself up a bit. The first Special Stage of day 2 was about 3 miles long and you could see

competitors progress for about 1 mile from the start of the Stage. My time came and I was 'hard against the stop' and away, through an 'S' bend and along a 500 yards rising stretch to a brow. Over the brow at about 80mph - keep the throttle hard on and.. where's the road gone ! It was an acute right hand bend hidden amongst ploughed fields and grass verges which I hadn't seen at all !! I jammed everything on and the bike 'locked up' (I'm told I left a 30 yards skid mark) I realised I had no chance of making the bend so I released everything and pointed straight ahead. I moto-crossed over the 6' ditch and into the adjacent field which was full of chickweed. I managed to keep the whole plot upright and eventually stopped some 10 yards short of a fenced wood some 100 yards from where I'd left the road. A quick turn to my right and I was heading back through the chickweed and back onto the Course. I had 6' trails of chickweed dangling from each foot as I wound on the speed again. In all I lost about 20 seconds and my heart-rate increased ten fold ! Needless to say it steadied me for a few miles.. but at least the bike was still intact. It's all part and parcel of Rallying, but it's not at all nice when it happens.....

Apart from a few minor 'moments' caused by racing blind on back roads covered in gravel etc. everything went well with no major problems. The bike performed excellently and all that it required during the whole event was chain lube and petrol. Italian bikes have certainly upped their reliability factor in recent years ! This was in marked contrast to one of my colleagues who seized his Japanese Yamaha solid whilst racing at Magni-Cours.

The race-tracks were certainly an experience. It's not every day that one is allowed to race on a Grand Prix Circuit such as Magni-Cours. More than one competitor came off at the Circuits but there were no serious injuries. One French rider broke his arm early on in the event but, apart from quite a few broken bikes, this was the worst injury. Rallying is a dangerous sport at the best of times so we can be grateful .

As an experienced International competitor I was prepared for most eventualities the Rally threw at us but come the end I was very tired. Until the 5th day all was going very well and I wasn't tired at all. However the 5th day involved riding from

0830 until 1500 hours, followed by night Special Stages from 1940 until 0200 hours. All this was OK but having gone to bed at 0200 hours we were up again at 0600 hours and on route to Le Mans where we raced most of the morning. Then it was the 300 miles back to Paris via the remaining Special Tests and a very 'back road' route. It was hot and this last day left me feeling exhausted. By the time I reached Paris I was glad it was all over ! Then it was time for a 'little' wine and the evening's presentations!

Every evening of the event had been marked by formal presentations and thanks at the town's 'Hotel de Ville' (Lord Mayors Mansion) in what were very formal occasions in very grand and historic buildings. At least the French know that Motorcyclists should be treated the same as anyone and not as the outcasts some sectors of the biking fraternity have brought upon themselves over the years in the UK.

We were accompanied by Freelance Journalist Paul Blezzard who also competed in the event to road test an Aprilla Pegaso on behalf of Motorcycle International Magazine. He will be writing a report on the whole event in the coming weeks so we will be assured of some good publicity. On top of this there will be several national Police publications to write for as well.

The event was first class and I am extremely grateful for all the sponsorship I received to make the entry possible. Without such help I would not have been able to accept the invitation to enter. The facility of fitting new plastic panels was very welcome as it enabled me to display sponsors stickers without fear of permanent damage to the bike, and put my mind at rest should I suffer any accidents. Some of the panels split under heat and stress but all are easily repairable for future use and certainly allowed me to display the 'correct image' in a professional way. There was a great deal of press coverage during the event and it was nice to be amongst those regularly photographed with my machine. As I've mentioned previously, I usually sponsor my own International efforts from my own resources, but on this occasion the costs were so great that this wasn't possible following a Rally in Belgium earlier in the year for which I'm still paying ! So it's a very big thank you for your help. I doubt that I will be

able to enter such a long Rally again, I'll probably have retired when the next one comes around, but if not you may receive another begging letter....

Thanks for all your help,

Yours sincerely

Steve Wride  
Sergeant District Licensing Officer, Bristol.

## TOOL HIRE

I have been able to do a deal to buy a collection of Gilera special tools, workshop manuals and spares catalogues. If you want to do any servicing yourself this could save you money and make the job much quicker and easier. I do not have all the tools that Gilera list but I have most of the ones for common jobs such as changing the cam belt and the fork seals on the Nordwest.

These tools will not be easily replaced and they are expensive so if you hire them please look after them. If you damage or lose a tool you will be expected to pay the full cost of replacement. Also do not keep them longer than necessary as other members may be waiting for them. I think the motto of the Gilera Network should be: HELP US TO HELP YOU. If anyone knows what that is in Latin I may design a coat of arms!

The following list shows the tools I have available. -I have also made up a package for cam

belt/tappets. The deal is you pay the cost of two way recorded delivery plus £1 for club funds. Phone David on 0171 639 3466.

### CAM BELT & TAPPETS.

Complete package to enable you to change the cam belt and check/adjust the tappets. package includes: Alternator puller (specify your bike when ordering) Crankshaft protector pad. Camshaft pulley locking tool. Tappet adjusting tool. (Home made) Instruction sheet based on the item published in GeN#2.

You will need metric spanners, feeler gauges and Allen keys (the ball ended type are handy for a couple of the bolts). Also you need a cam belt. All the models take the same one and they are not cheap (about £20).

### THE BOOKS:

Without making a very long list, basically I have workshop and spares catalogues for the following: 350/500/600 fourstroke singles from the Dakota up to the end. 125 twostroke singles. GFR125,Chrono,CX and Freestyle.

They make a good basic pool of information but practical knowledge is proving essential to make sense of all the little differences between models. If you are having difficulty working out how to do a job or identify a part give me a call and I will try to help. If I do not know and can not work it out from the books I know several knowledgeable people I can ask so I hope we will be of some help.

### I NEED YOUR HELP.

I have got a number of Nordwest body panels in good condition but cracked, I want to get these repaired so they will be available when Network members need them in the future. If you have had any plastic welding done or can do it yourself please give me a call. Also if you can tell me what the paint colours are please get in touch. Thanks.

## FOR SALE

### OIL FILTERS.

I have ten Technocar R14 oil filters so if you want one they are £5 each inc. postage.

### SATURNO CABLES.

I have all the Saturno cables except the throttle, all new original Gilera.

### SATURNO SEAT COWL.

I have three red cowls with broken retaining lugs, so if you have a disaster with yours and need a replacement it would not take me long to repair the lugs on one of these for you.

On the subject of broken seat lugs, if yours are broken I can make metal brackets to repair and strengthen the seat retaining lugs. or I could send you a sketch if you want to make them yourself.

### BADGES, BADGES, BADGES.

I am getting a batch of embroidered badges made. These are 2 ½" x 3 ½" with the Gilera interlocked circles logo (like on your tank) in a rich golden yellow on a red or black background (state which). Price is ONLY £2.50 inc.postage. No jacket is complete without (at least) one.

I can also get rather nice enamel badges of the Saturno in red and the Nordwest in two tone blue. They are depicted in side view rather like a coloured line drawing and are about 1 ½" long. The price will depend on how many people tell me they want one but should not be more than £3.30 for Saturno and £2.95 for Nordwest. Give David a call.

Would anyone be interested in Gilera overalls, nylon bike cover for Nordwest or a small screen for the Nordwest? Gilera used to supply these so if you may want any I will find out if they are still available.

### NETWORK SCRAPBOOK.

Several people have sent me photos recently and I thought it would be a good idea to start a GILERA NETWORK SCRAP BOOK. So please send me a snap, any size up to IOX8, the only rule is it must have a Gilera in it somewhere. Also include some details like where, when, who, reg. no. where you bought it. etc. etc. and don't forget to keep sending them in the future. I will also include postcards from holiday, press clippings and anything Gilera. Long established owners' clubs are now delving into their records to trace marque history in this country, so let's start something that will be a treasure in the future. Ensure your place in history and send me a photo. What I have already will be on display at Italia '95.

## ITALIA 95 UPDATE

In the last issue of the GeN I was asking people to come to Italia 95 at Silverstone in August. Since then the Italian Owners Club who are organising the event have had to change the date and now Italia 95 is due to take place during the weekend following the TT. The date to put in your diary is June 17-18. At the moment this unfortunately clashes with the Italian rally in Belgium at Langemark. The Gilera Network are going to be at Silverstone so please please try and make it to the event of the year. We are still looking for anyone who is willing to help us during the weekend, could you help?

## SILENCERS AND THE LAW

You may have gathered that the law regarding motorcycle silencers is going to be amended. It is rather odd that new laws are going to be introduced when we already have a fairly comprehensive law which defines a legal silencer and this law has never been actively enforced. Anyway the new law is due to come into effect in August 1996 and basically it is aimed at people using "race cans" on the road. The law states that any bike first registered after August 1985 must have silencers marked BSAU 193 or the "CE" mark. Race silencers must be marked "Not for Road Use" and pre '85 bikes must have silencers marked "Pre 85 Only" so that they do not find their way onto modern bikes. The best bit is that a retailer or manufacturer will be liable if a race pipe he sold is found on a road bike! I wonder if the government also intend to hold shotgun manufacturers liable if their products are found being used in a post office raid.

How will all this affect our Gileras? All the recent models have steel silencers which will rust and eventually need replacing. Original replacements are available, these do not carry the type approval numbers but they are legal because they carry the type homologation number which allowed the bike to be sold in Britain in the first place. I do not think any after market silencers have been offered in the UK. If you buy one from Europe make sure it has the correct marking, it should have the "CE" mark but is unlikely to carry the BS number. Older models: if Bob

Wright can no longer get the original silencer you will have to buy something from your local vintage bike dealer that looks OK on the bike, this should carry the BS and pre '85 marking. Alternatively you could have a one off made for any bike which will be totally illegal but keep it quiet and take a chance. Let's be honest, in reality can you see the police crawling around under your bike looking for numbers unless you are making an awful lot of noise and have just upset them with your lighthearted banter. What happens if you have all the right numbers but you have poked a hole through the baffles? Modern "Race Can" type silencers are normally packed with glassfibre and need repacking every couple of thousand miles to keep them quiet. If you do not do it you will be well over the limit after a year or so, you are innocently breaking the law, how will the police prove it? I could go on.

Or to put it another way this law will do little to stop noisy bikes but will make life more difficult for manufacturers and ultimately will mean replacement silencers will be more expensive.

## PRESERVING YOUR EXHAUST SYSTEM

Talking of exhausts you may have noticed yours going rusty. You can stop the rust and make your exhaust/silencer last for several more years by getting it Aluminium sprayed. Basically this is a coating of aluminium powder which is applied with a spray gun running on oxyacetalene. You end up with a smooth dull aluminium coloured surface which you can paint with any of the high temperature "Manifold" paints available from car accessory shops. You should have someone local who can do this coating. Look in Yellow pages under "Metal Finishers" or "Shot Blasting". Unfortunately this still leaves the inside of the silencer unprotected. Rust inside is caused mainly by condensation when the bike is not being used. If you are unable to ride your bike every day all you can do is put an egg cup full of oil down the silencer as soon as you stop the engine (GFRs have a system to do this for you).

## CHANGING THAT CAM

## BELT.

When I wrote the article in GeN#2 on changing the cam belt I based it on my experience with my Saturno. It seemed reasonable that the 600cc engines would be the same...WRONG. In GeN#4 we published some corrections that apply to the 600cc engines. Thanks very much to Dave Morris for proving the Network is working by sending us the information. I have now re-written the article incorporating Dave's information. I have laid it out as a step by step guide. If you would like a copy send me an S.A.E.

## COBWEB RALLY

This should be a good day out if you like vintage vehicles. It takes place on April 23 at the sports field in Monkton near Ramsgate in Kent. Every kind of Vehicle will be there, mainly old but some not so old as well. It will start around 10 o'clock. You can find Monkton by taking the A28 Margate road from Canterbury, at Sarre roundabout turn right onto the A253 to Ramsgate, after about 5 miles you get to a roundabout and Monkton is sign posted right.

## SPECIAL TOOLS

I have the following special tools available.

### SATURNO, NORTHWEST, RC600, GFR125

20086 SPROCKET LOCKING WRENCH  
20512 PISTON SUPPORT

### SATURNO, NORTHWEST, RC600

20502 GUIDE OIL SEAL RING PUNCH  
20503 CAMSHAFT OIL SEAL PUNCH  
20504 CAMSHAFT PULLEY BLOCKING TOOL  
20505 SMALL END BUSH PUNCH  
20506 SMALL END BUSH EXTRACTOR  
20507 MAIN JOURNAL EXTRACTOR PUNCH  
20508 MAIN JOURNAL PUNCH. Clutch Side  
20509 MAIN JOURNAL PUNCH. Ignition Side  
20511 MAIN JOURNAL EXTRACTOR PUNCH Ignition Side

20514 CAM BELT DRIVE GEAR PULLER  
20515 DRIVE GEAR LOCKING TCOL  
20520 OIL FILTER WRENCH  
20521 FLYWHEEL LOCKING TOOL  
20523 VALVE GUIDE PUNCH. for removal and fitting  
20525 OIL SEAL FITTING TOOL  
20528 BEARING EXTRACTOR. Long bearing in rising rate link on Saturno. Also swinging arm bearing on XRT bearings with 21mm inside diameter.  
20530 GUIDGEON PIN REMOVAL PUNCH

### SATURNO

20501 ALTERNATOR ROTOR PULLER 20513  
CRANKSHAFT PROTECTOR  
? TOOL TO WIND UP KICK START SPRING

### NORTHWEST, RC600

? ALTERNATOR ROTOR PILLER 20513  
CRANKSHAFT PROTECTOR

### NORTHWEST

20598 FRONT FORK OIL SEAL FITTING TOOL

### GFR, and other similar 125 singles

20500 ALTERNATOR ROTOR PULLER 20542  
DRIVE GEAR LOCKING TOOL 20544  
CLUTCH LOCKING RING

Note "PUNCHES" are designed to be used with a press NOT a hammer.

## GILERA LITERATURE

I have WORKSHOP MANUALS and SPARE PARTS CATALOGUES which cover the following

Dakota 350-500.  
Dakota ER 350-500.  
Nordwest 350.  
Nordwest 600. '91,'93, Inductive ignition.  
RC600. '89-'90,'91,'92,'93, Inductive ignition.  
RC600R. start, Kick start-Inductive ignition.  
Saturno 350-500.  
XRT 350-600.  
GFR/Apachy/Chrono/CX/Freestyle.

Also I have MICROFICHE cards for Nordwest and GFR spares. The cards are dated June 1993. and they have a few hand written changes so they are pretty well up to date.

† David Champion

## Spring Gathering !!

How difficult it is to find a date in May that doesn't clash with a major motorcycle sport event !

In the end I have plumped for Sunday 14 May. Anyone who fancies a visit to the National Motorcycle Museum (Junction 6 M42) plus a chance to meet other Network members should turn up there for 12 noon. Admission to the museum is £4.50 (£4 if we can get a group of 20 !). There is a restaurant which can be used without visiting the museum, and enough parking that we should be able to gather together in one area to compare notes and examine machines in minute detail.

### Midland Meeting(s)

If anyone feels like a ride out to a pleasant hostelry for a (strictly non-alcoholic of course) noggin and natter, then meet me at The New Inns, Kiddemore Green near Brewwood Staffs. on the second Tuesday of each month from around 8pm starting on 11 April.

⌘ Pete Fisher

## Tool Loan Scheme

As you can see, David has taken the Tool Loan Scheme into a different league !

The Nordwest flywheel puller I brought home from Italy has been around a bit already. David's cambelt changing kit package is the real business, but if it is in use by someone else and you are in a hurry contact me. I will be able to send you a copy of David's belt changing instructions along with the puller.

Thanks to all who have had it so far for returning it so promptly.

## 'G - mail'

☞ James Hardy

...Of course there are 4 screws in the generator cover not 3, the sprocket cover needs to come off first and the electrical pickup definitely needs to be removed. What the details may not make clear are that it's helpful to remove the rotor bolt, take off its washer and then replace it to provide a thread-safe seat for the puller bolt to bear upon. Also the bit about putting the bike in gear and holding the brake on is tosh ! For a start you can't do it on your own unless you're Twizzle and it puts such a strain on the chain and transmission it's likely to cause damage to the bike. No, the way to go is to have a gander thru the inspection holes in the rotor where you can see a convenient casting (at about 1 o'clock) so insert a rod thru the inspection hole, to bear on the casting (perfectly safe considering the relatively small amount of torque involved) give the bolt a twist and bingo off comes the rotor !

As long as you work up from the bottom pulley in a clockwise direction, holding the belt as tight as possible against the pulleys you will probably not have the old 'one tooth out' problem.

Not sure about putting a lot of force on one spot of a crankcase that can be prone to cracking. The real answer is the locking tool shown in the manual, but see Michael's letter below for another strategy ! - Ed.

☞ Michael Walker

A couple of tips when changing the cam belt- Firstly, use an OHP (overhead projector) pen or similar to make marks on the belt and cam wheels. Then you can transfer the marks to the new belt when the old one is removed. Double check by counting the teeth on the belt. If the wheels move out of line then you can simply re-align to the marks on the new belt.

Secondly, when using the puller it recommends putting the gearbox in 5th then stamping on the rear brake. As I replaced the belt by myself, I put the gearbox into 5th then put a piece of 2" x 1"

through the rear wheel and resting on the swingarm. The wood being soft doesn't damage the spokes and stops the wheel moving.

Thanks for both these tips which I used to good effect myself - see Faults and Fixes: changing the gear selector pawl - Ed.

☞ Christopher Doherty

I thought I had better report back on one or two items.

1. The long running saga of the warranty replacement panel for my Nordwest is over ! I spoke to Benji Straw on the Piaggio stand at the NEC. He introduced me to Pete Aitkenhead from Fowlers who was amazingly helpful and chased up matters for me. Within a week Jack Lilley's had received the spare part. Pete Aitkenhead is a very obliging sort of bloke and seems very willing to put himself out to be helpful.

2. Does anyone know what the crosshead screws in the fork caps on my Nordwest are for ? According to the parts list and the workshop manual they should not be there ! My concern is that the screws do not appear to be of particularly good quality and I have noticed that on a couple of demonstrator Nordwests which I have seen at Lilley's, the said screws are going rusty and making the fork tops look a mess. Does anyone know what they are for and what size they are so that I can replace the cruddy factory supplied ones with something of better quality.

3. Thank you for the membership list. I don't suppose you have the full addresses of Chris Shuff and David Green (the other two NW owners in Kent) available as it would be useful to know where to get in touch with them.

4. Luggage - Pete Aitkenhead (see above) told me, and M.& P. confirmed that M.&P. will be importing luggage for the Nordwest as from now. The luggage will be appearing in their new catalogue which is available from the end of 1994. Telephone 0192 775566.

5. If you are having the Nordwest T-shirts made, put me down for one. Being a fat bastard, I guess that I would want an XL !

☞ Mark Morning

I have enclosed a photograph of my Gilera MXR. The information I have on the Gilera is all

hearsay and I don't know how accurate it is. It is a grey import supposedly a limited edition of the MX1. I have also been told there are only two in Great Britain. I bought it from Cannock Motorcycles off a guy called David Crockett, who told me it was imported by C.G. Chell's in Stafford. I will send you either with this letter or at a later date the operators manual which has a picture of the MX1. The manual is in Italian (so good luck). The R in MXR is supposed to stand for Rosso, and it has Ferrari Dino mirrors on it.

## Gerard Gilligan

David Champion has explained the function of the GN and it sounds an excellent idea. My own involvement with GILERAS began in 1982 which was when I founded the "GILERA OWNERS CLUB" which catered for all models, but the majority of the 100 or so members had the 125/150/175 lightweight machines. There were a few old type 'SATURNOS' (1939-1959) and the odd 300 twin. Anyway, as I was running the club single-handedly I decided to merge with the Italian Motorcyle Owners Club

(IMOC) and become the marque advisor. My own collection of GILERAS has recently been depleted by 2 due to swapping my 1952 500 SATURNO and 1962 B300 Twin for a 1974 750 DUCATI SPORT. However, I will have my ex-works 1977 125 ELMECA-GILERA ENDURO together with several lightweights from the 50's + 60's.

## M Gracey

The Gilera Network, what a class idea ! I bought a NordWest from Jack Lilleys in Shepperton in April and love it, yes love it. I took it round Devon, Cornwall and Wales the weekend I bought it, and the sun shone more than the rain rained (just about), and I had an absolute ball, despite being depressed about how dirty it was getting when it rained. It is one of the purple (pink ? cerise ?) and white ones so when it is dirty it shows, but when it is clean it is lovely.

Okay it has certain "Italian character traits", impossible-to-kill indicator switch, poor finish rivalling even Yamaha on certain points etc.but I can live with these. I have owned an RD200, two RD250LC's, one RD350LC (non power valve), and a CBR 600 in that order. The CBR was due MOT and a BIG service and two new tyres, it was approaching 18000 miles and starting to show its age cosmetically, so I figured since I was getting married in 2 years and would certainly not be able to afford it then, it was time for a change. I had read the first reviews of Nordwests when they were an unofficial import and had been fairly impressed, but one day I was driving through Belfast and almost caused an accident when I saw one sitting outside Scooter Services, the only N.I. Gilera dealer. I stopped in a safer place and went to have a look, and was instantly hooked, I wanted one. I bought every review available and set about convincing my fiancée of the practical aspects of changing to a brand new bike now. As it turned out she was quite easily convinced. I think the fact that it was quite a bit slower than my current CBR, and her amusement at my being reduced to a weak kneed, gibbering wreck that day in Belfast helped, together with the impending expense due on my CBR.

The final decider was when Jack Lilleys began selling them at £500 below list price. They went out of their way to get me a brochure with the new colour scheme on it and a deposit was duly

Visa'd. I was lucky enough to get what I paid for my CBR (after 3 years no less!), and after talking nicely to the bank manager and my fiancée I went over to collect my new toy.

I never bought a bike before without a test ride and was very nervous. The dealers were good enough to collect me at Heathrow and when I saw a Nordwest the colour of mine in the shop I was disappointed, suffice to say artificial light does not do it justice. When Robin wheeled mine from the workshop into the sunlight my spirits lifted somewhat, but I was still afraid of not liking riding it, after all it was a big change from a CBR. But to coin a phrase the proof of the rollercoaster is in the thrill, and what a thrill, the light weight, torque and wicked brakes combine to make the most confidence inspiring bike I have ridden. It does inspire hooligan behaviour, and despite what the magazines say it does wheelie. I just have to learn to control a wheelie now, but stoppies, WOW ! what fun. I find myself laughing manically inside my helmet on numerous occasions, roundabouts, traffic lights, A roads, B roads; Motorways are a bit tedious but what the heck ? Who needs motorways ? There are no traffic jams on a Nordwest, just slaloms.

But anyway back to the serious stuff. Does anyone know of someone who makes an aftermarket pipe, for the Nordwest, a bit more power would be nice but, my priorities are preserving the standard, rust prone exhaust and not ruining the power or look of the bike as it is, oh yes or the sound of it, I love that 'BRAAAP'! Also has anyone found a good tune-up which does not compromise reliability ?

## Stephen Anderson

I am writing to you as a last resort for some help with regard to my Nordwest.

Recently, I have had a major problem with 'backfiring' and loss of power leading to the bike 'choking' or coming to a halt and finding it hard to restart sometimes leading to the battery running flat in the middle of nowhere.

I have replaced the H-T cable, socket cap, spark plug and coil. The problem seems to occur more so at low revs or when restarting the bike.

I would really be very grateful if you could help me with this problem as I am very keen on my Nordwest but am having to ride my XT 500 instead, after many attempts to solve this situation.

See Feedback - Ed.

## Geoff Dawson

Following my comments in GeN#3 I have now covered 11.2 Km.

At 11k I replaced the front tyre (Hi-sport) and the chain (D.I.D. VM 520/112 links).

The total price together with other work was £190.00 at Ken's Motor Cycles at Newcastle - They certainly are proving good value for money !

The only problem from early November has been cold starting. I use Gill during the winter on an infrequent basis and that together with a Dattool 50 Alarm can create erratic starting.

Current Solution:-

a) Choke full out, petrol on - one fire.

b) Leave for 30/45 secs - choke & petrol on !

c) Switch back on, starts after two or three fires.

This has worked for periods of non-use for up to 15 days. (Dattool 50 draws 5 milliamps per hour) . Will this method be foolproof - GeN#5 will provide an answer of sorts.

Turning to the outing suggestions, I would propose that the date be early to middle May, rather than April, whether it's the N.E.C. or Holland.

Finally I look forward to the report of the first installation of the 'Frigerio Conversion' - is there a taker ?

## ➡ Ian Calvert

Just a quick thing for the mag, I will send in a proper article on experiences with the Saturno-Piuma engine conversion shortly.

Saturno Owners: With the cost of a new fairing being around £400 I recommend getting a pattern one before going to the (truly excellent) Gilera/Morini track day. These are available, with the indicator holes neatly filled in, and with or without a headlight hole from:

Alan,  
Victoria Mouldings,  
Unit 8,  
Emley Moor Business Park,  
Emley Moor,  
Huddersfield.  
HD8 9QS  
tel 0924 840611

The fairings are available in a range of fibreglass gel-coat colours and the price is £35 so the potential for large savings is obvious! Keep the rubber down.

## ➡ Paul Burbidge

I've got two Gileras, one a 1973 50cc TRIAL RS which I bought new having sold a Vincent Black Knight to get it. It was a very wise move, the Gilera having taken me faultlessly round Europe several times including two trips to Italy. It is now a "basket case" awaiting a richly deserved restoration but the joys of riding other bikes plus the necessity to earn a living have so far conspired to put this restoration off.

The other Gilera is an N reg 50cc TRIAL mpoped which I bought 10 years or so ago to break for spares, but was so complete and rideable that it never got broken up. It is still complete and running but needs a recently lapsed MOT renewing.

They're nothing very exotic as Gileras go, but they're all Gilera.

Tell us more - we would like to hear from all you owners of earlier machines. -Ed.

## ➡ Vince Bennett

...Me and the RC, well she's giving me back grief on long runs over 100 K. Had a problem with main fuel supply when full throttle, fuel starvation. Haven't got to the bottom of it yet. Leaving it on reserve seems to cure. Must be blocked I hope. RC only good for 85 ish on standard gearing. A bit low, still not very stable over 80 mph anyway maybe due to soft rear spring damping etc., must explore in future. 130k to tank full. Not too bad on the whole. This RC ain't half bad mum a real 0 to 60 barbarian. Sorry Vince - missed this note on the back of your membership list form last time - ! - Ed.

## ➡ Graham Tyrrell

Four weeks ago I bought a Gilera GFR 125, 12 months old and only 6000 km on the clock, what a great bike, much much better than my previous bike (a Cagiva Mito) great fun to ride. I have wanted one since I saw the roadtests last year.

\*\*\*\*\*

Two of these items reached me via 'The Internet'!. This certainly makes life easier on the editorial digits, but I am happy to receive your contributions on disk, typed written in copperplate, or jotted on the back of an envelope - just keep them coming.

✂ Pete Fisher

## NOTE ! GeN#5 CLOSING DATE 15 May

To allow plenty of notice for TT news, Italia 95 details and Cadwell Track day/ AGM arrangements GeN#5 (June issue) will (all being well) come out before the end of May.

## MEMBERSHIP LIST

Here are the additions to the Members List. Newish members should receive the original list, together with a form to add more details for their entry in an updated version, with this issue.

Ashton Paul	NW Surrey
Brooks Robert	NW Lincs.
Conway Pete	NW Cheshire
Cromar George	NW London
Davidson Beth	SAT Lincs.
Ellison J K	SAT Co. Durham
Gilligan Gerard	VAR Essex
Gould Chris	NW London
Gracey Mark	NW N. Ireland
Hale Mark	NW Middx.
Hambly Ian	NW Bucks.
Harnett Tim	NW N. Yorks.
Harvie Stephen	ARC+50 Kent
Hine Chris	? Surrey
Jeffers Daniel	GFR Cheshire
Jones Gary	SAT Cheshire
Morning Mark	MXR Staffs.
'Mudfish'	NW London
Murray James	SAT Aberdeenshire
Newsham	NW Charlie Inverness
Redfern Gary	NW Lancs.
Walter Simon	NW London
Watson Bill	NW Peebleshire
Yasui William	VAR Canada

This is what became of John Rusworth's cast off

Nordwest after he had used the motor in his 'Norturno'. Martin Binstaed's Gilera 4 - with Honda CBR 600 engine. As featured in Motor Cycle News.

## 'feedback'

### Dr. John's Answers

#### Answer to I Robinson GeN #3

Hhmm, Are you sure it is the switch - could be your brakelight bulb holder. The contacts are pretty iffy. Failing that put a multimeter on your switch contacts (careful not to break the blades on the switch - I speak from experience - A new one from Fowlers is about £15 inc p&sp) and check for correct switching. The micro switch makes a nice clicking when it is switching properly, and the meter will move accordingly. After that try checking the wires for continuity to the tail light. Hope It's not too presumptuous that you have a meter.

#### Answer to Stephen Anderson's letter

Choking, backfiring Nordie and it comes to a halt eh? Could be fuel starvation. Try the crosshead screw on the bottom of the float bowl on the nearside carb. Open and empty - fuel comes out of the black pipes behind the swingarm. I sometimes get carb icing on my RC, so if it depends on weather conditions, this may be a factor also. My throttle sticks too. This is either cable routing or the rubber grip catching the drum of the twistgrip or the bar end weight. If you like and you are still having problems, give me a call and I can loan/sell you a brand new set of carbs. At least then by elimination you can see if it is the carbs or not. Maybe check your ignition pick up is tight and gapped correctly by removing the nearside case.

#### FRIGERIO 'SILENCER'

Brian Hamer is the first Network member to acquire an FPM silencer. He tells me that it has a very well made stainless steel pipe section and an alloy 'can'. His Black 'n Pink Nordwest goes very well on it and sounds wonderful. Brian lives in France so is less worried about 'E numbers' etc.! Nigel Windys has an Arrows unit which he reckons is so less restrictive than standard that a re-jet will be needed! - PSF

## GILERA STORY

On 21 December 1887, in Zelobuonpersico, a village to the south east of Milan, the Gellera family celebrated the birth of their first born son, Guiseppe. From his modest farming background, the boy developed an interest in engineering and at the age of 15 began an apprenticeship in Milan with the Bianchi concern, which was the prelude to spells with both Moto-Reve and Bucher.

By 1908 the young mechanic was also an enthusiastic participant in the burgeoning motorcycling sport, winning the Como-Brunate hill-climb. And within a year he had turned his hand to producing his own 317 cc motorcycle in a tiny workshop in Milan. The bike was a winner, carrying him to another Como-Brunate victory in 1909. There was just one problem: his name.

(I doubt that this has ever been published in England before, and only rarely even in Italy, but here goes:-) The founder of one of racing's greatest marque's bore a name which sounded jarring and ugly to the Italian ear. Accordingly, in the ultimate self-sacrifice to the great God of marketing, to give his products the best chance of selling, the ambitious entrepreneur changed his name to the easier sounding 'Gilera', and it was that name which was emblazoned on the tank of his new motorcycle, one example of which remains today in Piaggio ownership.

Guiseppe gilera was more than a mechanic, a designer and a businessman. He was a fine

rider, winning the prestigious Cremona road race in 1912, although his career was truncated when, riding at night, he collided with an unlit lorry, suffering injuries which put him in hospital for many months and losing a lung.

He was fortunate in that his family shared his enthusiasms. Younger brother Luigi, who appears to have been blessed with playboy tendencies, was a fine sidecar racer who chalked up victories in the 1930 and 1931 ISDTs on a 500 side valve model and then the 1938 and 1939 Mialano-Taranto non-stop marathons powered by the celebrated supercharged four-cylinder

engin  
e. It  
w a s

### Guiseppe Gilera

astride that beast that Luigi took a fourth place in the 1946 Swiss GP that concluded his racing career.

Luigi, who had loyally changed his surname as well, remained at his brother's right hand as general factotum, mechanic, drinking companion and, on the race side, as overseer of the second string squad for Italian hopefuls who were entrusted with the Saturno singles. He was also responsible for the occasional GP appearances in the mid '50s of the multi-cylinder powered sidecars, usually driven by Albino Milani and passengered by his younger brother Rossano. (Completing the set, brother Alfredo of course rode the works solo machines.)

Giuseppe also had the good sense and foresight to

marry into a motorcycle obsessed family. He chose a local girl, Ida Grana, each of whose three brothers were to run substantial Gilera agencies. Indeed one of them, Rossolino, was to be the team's most succesful rider throughout the 1920s taking third place in the 500 cc class of the 1928 GP at Monza aboard the team's pushrod racer.

Grana also participated in the squad's ISDT sucesses and took a Milan-Taranto victory in the sidecar class in 1935.

Meanwhile, another brother-in-law, Pietro Bernasconi, who had married one of the Grana susters, was an accountant and was brought in to organise the administrative side of the business enterprise, although he also often accompanied Giuseppe to the race tracks as well.

Nor was the next generation found wanting. One of Giuseppe's two daughters, Gigliola, was fluent in several European languages and often ventured abroad as the team's translator. In turn her son Massimo Lucchini spent a couple of seasons in the early '60s acting as team manager of what was, by then, a half-baked racing squad.

Massimo bore a close resemblance to his uncle Ferruccio who, as Giuseppe's only son, had been destined to inherit and direct the business. Furthermore, Ferruccio was

utterly dedicated to the racing department and when Piero Taruffi left the Arcore set up in 1955 Ferruccio stepped into his shoes as team manager. His ambition that the factory should participate in each of the GP categories prompted the building of the 250 cc multi which won the Italian classic at the tail end of the 1956 season.

Sadly, that was to be Ferruccio's final achievement, for a couple of months later, on a visit to the company's new factory in Buenos Aires, he succumbed to a sudden illness. It was Ferruccio's untimely passing which sounded the death knell of the business and the race team. Giuseppe, devastated by the blow from which he never recoverd, undoubtedly lost his drive and spirit.

Despite the team's dominance at 500 cc level in 1957, the still competitive racers were withdrawn from the tracks at season's end. Similarly, the business, beset by strikes throughout the '60's, was failing and eventually a receiver was appointed in 1968. True, Piaggio stepped in as a saviour and bought the ailing company for a rumoured £2 million, enabling Gilera to retire.

Commendatore Gilera was a civilised man of many parts: an accomplished musician, sailor and hunstman. He died in 1971. It was sad that, by then, he had lost much of what he had created and held most dear.

### † Raymond Ainscoe

(Photos: Motociclismo - Moto D'Epoca 1994)



# CYBER RIDER

Has the GeN gone completely nerdy and geekish? No it's simply the salt and cold has led me to hibernation and other highways and by-ways.

I don't wear glasses and these days I wouldn't mind being referred to as a geek or nerd if I did. The richest man in America was probably the original nerd so I suspect that changes the nuance of the term now. It's all his fault I'm sitting typing this. For those of you that are completely lost, (and I suspect there are a few) the bespectacled person I refer to is Bill Gates and over the course of this winter he and his company (Microsoft) have forced a phase change in my life. Stop reading now if you don't like computers.

Still here. Good. Love them or hate them they are here to stay. In case you hadn't noticed even the GeN can be E-Mailed (see back page) now. It's not that Pete and I want to leave our President and Chairman out of the race on to the Super Hyper Way, it's simply one hell of a way to communicate.

I wonder what your Dad would have thought of chipped ignition systems and data loggers Eli? Maybe he wouldn't have needed them anyhow. After my first trip to the island last year I realise what a remarkable achievement that first ton up lap was. BTW (and that is E-Mail speak for 'By the Way') if anyone needs glasses, Eli and her husband run Specsavers in Perth. Glasses won't make you rich per se or give you the inside track on how to be a world class motorcycle racer but you get to meet the original McIntyre fan and if you are very lucky you may avoid talking about Harleys and Pink Caddillacs! Here are a few bits and bytes that GeN'ed up owners may find helpful.

## Gearing Spreadsheet for Saturno, Northwest and RC600

The table below gives the internal ratios for Nordwests, Saturnos and RC600's.

	1000	2000	3000	4000	5000	6000	7000	8000
5.25	10.49	15.74	20.99	26.24	31.48	36.73	41.98	
8.05	16.10	24.15	32.19	40.24	48.29	56.34	64.39	
10.96	21.92	32.88	43.84	54.80	65.75	76.71	87.67	
13.71	27.42	41.12	54.83	68.54	82.25	95.95	109.66	
16.47	32.93	49.40	65.87	82.34	98.80	115.27	131.74	

Different ratios are used in some models and the Dakota and Piuma. If anyone knows of a close ratio CEEMA box made for the Piuma, let me know. About 80 were made.

The final drive ratio of 2.533 is for a 38 back and 15 front sprocket. This is the proposed gearing for my Norturno. This 50 horse plus motor (providing it will pull the rears) gives the speeds listed. Tyre circumference varies dependant on rim width, tyre growth and make of tyre. This variable makes only a matter of a few MPH either way.

## Nordwest engined Saturno with CR smoothbores and your head looked at :)

The sign :) is more Superhighway speak and is

Rear Wheel Speed in relation to Engine RPM			
Rear Tyre Circumference in Inches	Circum...	Final Drive (Rear/Front)	2.533
Primary	> 33/77	2.33	5.90189
First	> 13/31	2.385	14.078
Second	> 18/28	1.555	9.17744
Third	> 21/24	1.142	6.73996
Fourth	> 23/21	0.913	5.38843
Fifth	> 25/19	0.76	4.48544

referred to as an 'Emoticon'. If you look at it side on it's a smile, the other way round and it's sad :(

If you have 50 ponies and decent aerodynamics then you can pull this RPM and get the top speed shown (Can I have my fairing back Andy?) Note Gary Rowe's beautiful Spondon is geared for 140 MPH for the TT so that will give you some idea of the work he has put into his motor. These tables give the speeds through the gears one to five. If you want the MPH per 100 RPM, it's calculator time or call me about a copy of this spreadsheet. It's in MS Works 3.0 format.

## Standard Northwest and RC600 Gearing of 43/14.

No arguments about top speed here. If your rev counter is accurate and you have the power to

pull 8,000 RPM, this is the Max. The bikes will pull this far into the red but if you value your crankcases I wouldn't do it too often. I think the rev limiter comes in at 8,250, so design criteria probably cater for this RPM. Don't complain to Piaggio if it goes bang though!

## Standard Saturno is 43/15

It may surprise Nordie owners that the speed below is that of a good Saturno with bum up, elbows in and hunkered down. If your name is

1000	2000	3000	4000	5000	6000	7000	8000
4.33	8.66	12.99	17.32	21.65	25.98	30.31	34.64
6.64	13.28	19.92	26.56	33.20	39.84	46.48	53.12
9.04	18.08	27.13	36.17	45.21	54.25	63.29	72.34
11.31	22.62	33.93	45.24	56.55	67.86	79.17	90.48
13.59	27.17	40.76	54.35	67.93	81.52	95.11	109.70

Claudia and you have a weight advantage, there may be a few miffed Nordie owners about when it comes to speed through the gears in the 70 to 100 range and ultimately top end. A bog standard Saturno produces 36 BHP at the rear wheel and a Nordie 46. Ditching the Saturno airbox and jettling up cleans up the mid range if you can stand the induction noise and the fact your bike is

1000	2000	3000	4000	5000	6000	7000	8000
4.64	9.28	13.91	18.55	23.19	27.83	32.46	37.10
7.11	14.23	21.34	28.45	35.57	42.68	49.79	56.91
9.69	19.37	29.06	38.74	48.43	58.11	67.80	77.49
12.12	24.23	36.35	48.46	60.58	72.69	84.81	96.92
14.55	29.11	43.66	58.22	72.77	87.32	101.86	116.43

not standard. A K&N type filter keeps your bores intact. The Nordie should always get the march in initial acceleration but you pay the price in sit up and beg at the top end. No flame wars please (Internet speak for a slanging match) I love all Gileras.

Next GeN, more techno babble and compuspeak.- A braking prediction spreadsheet for wheel lock and stoppies on your Saturno. Is this kind of information OK for readers? Your feedback would be appreciated.

If you have woken up now and have access to a World Wide Web browser (WWW) then check out Motorcycle Online. It's the world's first motorcycle E-Zine or Electronic magazine with full multimedia. It lends itself to this and database information. 30,000 people a month cannot be wrong and Gileras get a mention on the Hypertext Bulletin Board System or BBS.

Motorcycle Online is here! Point your World

Wide Web browser to <http://motorcycle.com/motorcycle.html>

-or, subscribe to the e-mail version by mailing [info@motorcycle.com](mailto:info@motorcycle.com)

Apologies for the minimal Dr.John this issue, I've been busy starting a new Company - Virtual Byte Cafe Ltd. - Maybe a lowdown on what is cool and biking on the Internet and Web next month with all this E-Mail and Hypertext explained - Can

you handle it? :):)

† John Rushworth

## FAULTS AND FIXES NORTHWEST GEAR SELECTION

### Fault

Nordwests sometimes fail to change up properly at high revs.

### Fix

You will know from GeN#1 that this may mean that you have a Nordwest with one of the batch of faulty gear selector pawls. However, the Black 'n Pink 'un I recently acquired from Robin Sims for hillclimbing was suffering from the same problem.

I finally got round to fitting the complete mechanism I got from Frigerio. First step is to remove the cambelt following David's excellent instructions (as enhanced by Michael Walkers tips). The only extra comment I would make on this stage of the job is beware as you remove the flywheel. Mine was very tight. After tightening the puller, a light tap might be in order as you hold firmly on to the flywheel. As I heaved more on the spanner mine came off with a crack like a cannon and I flew across the garage ! Fortunately I work on the bike with a plastic baker's tray strategically placed under it for just such mishaps. The flywheel and puller landed safely on the plastic without damage.

Remove the left hand footrest and gear lever. Now prise off the plastic cap covering one sensor, disconnect the wires to the two sensors and secure them out of harm's way (I assume you will have dropped the sump guard and drained the oil already!). Remove the screws holding on the cover. There are lots and although most of them are identical, one is a lot longer and one a lot shorter. I recommend boding holes in a bit of cardboard and pushing the screws into them in the positions that they came off. The cover came off pretty easily I found. Don't panic if some of the gasket gets left behind on the crankcase. If it is like mine you will find that the part of the gasket which actually retains oil is intact and the bits left are on the 'dry' area around the belt pulley. A spot of silicone gasket will keep out the rain on reassembly.

The gear selector shaft will now pull out, but watch out for the washers. There is one either end of the shaft; on mine the inner one remained in a recess in the crankcase but it could possibly fall out.. Having a complete assembly all I had to do was put in the new unit ! If you are changing just the pawl (and spring) you will have to remove a circlip to release the light coil spring and pawl. It looks as if you simply put the new pawl on to the shaft and over the pin the right way round ('bump' towards the crankcase) and replace the spring and circlip. Put the selector mechanism back in with the hole in the pawl around the dogs on the selector drum (don't forget the inner washer if you removed it !). Replace the cover and gear lever and check the gears are being selected properly now! If all is

well replace all the screws and reconnect the sensor wires. Now you can concentrate on getting the new belt on properly !

Now the interesting thing is that the old pawl was presumably not made wrongly on this 91 machine; however, it showed no obvious signs of wear. The only thing I could detect was a little less resistance from the old spring as compared with the new one. I would therefore suggest you fit a new spring while you are at it.

The result you ask ? Can't be certain until the heat of a hillclimb, but once I had warmed the motor up enough to rev it hard safely it did not baulk even between second and third. It had done so before, and the previous owner reckons it tended to quite often when hot. We shall see. Now I wonder if the position of the eccentric pin (321943) is significant. The new assembly had the pin in exactly the same rotational position. Why is it eccentric - is it adjustable ? Over to you Benjy !

† Pete Fisher

## *Classics Corner*

### **A '72 Rocket 500**

*A twin cylinder model never put into production.  
(Photo. Motociclismo Moto D'Epoca 1994)*

**motodd  
advert**

# WHERE TO GO - WHO TO KNOW

## Useful Names and Addresses

### **SUPERSPROX**

Need an alloy sprocket with a non-standard number of teeth for your Nordest ? Supersprox made me a neat spacer plate and sprocket with counter-bored mounting holes to replace the steel off-set standard 43 tooth item. Contact them at:

Station Works, Knucklas, Kinighton, Powys, LD7 1PN Tel.01547 528201

### **CUSTOM FASTENERS**

To fit your new alloy sprocket and spacer you will need slightly longer mounting bolts. The originals are metric fine ! Custom Fasteners do suitable stainless steel socket head screws and nyloc nuts as part of their vast range.

Unit 64, Mochdre Industrial Estate, Newtown, Powys, SY16 4LE Tel. 01686 629666

### **M. & P.**

Should by now be able to supply luggage for Nordwests. Telephone 0192 775566.

## Events - Advance Notice

**Cadwell Track Day - 18 August** hosted by the Morini Riders Club. A great time was had by all last year. Your chance to check John's Saturno/Norwest top end performance comparison !

**A.G.M.** all being well at the Three Horsehoes Goulceby just down the road from Cadwell on either the Saturday or Sunday following the track day. Please let me know your preference.

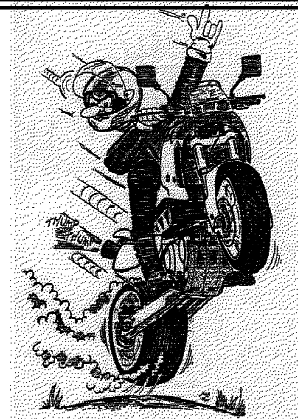
**IMOC ITALIA 95 NOW 16/17/18 JUNE** see David's article for details. Hopefully arrangements will have been finalised by the publication date for GeN#5

**IMOC TT Night 5 June** Crosby Hotel, Crosby

## Road Tester's Gem No. 2

All this goes to show what many of us have known for some while :  
you don't need 140hp to have fun on a motorcycle

Saturno - Motor Cycle International March 91



## Mike Riley's T-Shirt

These are now ready ! As described in GeN#3 featuring a red Gilera logo on the front. We decided to go for a better quality of T-Shirt, so the price is a bit more than originally thought at £7.75 including postage and packing. Order from the Secretary.

A shirt has been ordered for all those who showed interest and there are several extras available but in sizes M, L and XL only in this batch. As this design is rather NordWest biased a more general design will also be produced. Send in your ideas and we will put it to a vote. How about one one based on the various Gilera logos through the years plus the Network logo ?

## NETWORK MUGS

Ready soon: white mugs tastefully embellished with a Gilera logo in red (as sticker) and the Gilera Network logo in black/grey. No home should be without one ! Price £3.25 including postage and packing. Order from the Secretary. Note limited edition - other designs may follow !

# T.T. Meeting

### **Gilera Network TT Meeting 1994**

**Glen Helen, Mad Sunday 12 - 2**

Guaranteed turnout of at least three Gileras. The odd Morini will also be around as it will be the MRC 20th Anniversary.

## BADGES

See David's article for details of cloth and metal badges available from him.

## The GeN ISSUE #5

### Whats coming in the next issue

- NordWest Frontier - A new hillclimb season begins
- More Faults and Fixes
- Classics corner - please send me a photo of yours !
- Spring Meeting Report, ITALIA 95 bulletin
- More 'Road-tester's Gems'
- Your letters ..... PLEASE - particularly from those with older machines !
- Cadwell Track Day/AGM details