

Editorial

As our first year draws to a close we may be reaching a peak so far as membership numbers are concerned for a while. Several members have either sold their machines or are in the process of selling them. I hope that they found being part of the Gilera Network useful, and would ask that those that have yet to part with their bikes pass on details to the new owner. Even if it goes to a dealer you could stick a note on it somewhere !

My apologies to everyone waiting for a mug. They should have been ready soon after GeN#4, but the supplier had their premises broken into and vital equipment stolen which has delayed delivery.

You will see on the back cover that we have decided to affiliate to the BMF. This has enabled us to arrange public liability insurance for things such as displays at ITALIA '95 at a reasonable price. There are also benefits for members such as discounted bike and travel insurance schemes. The down side is that we have had to increase the subscription for next year to £6. I hope no one violently disagrees with this committee decision - if so you had better turn up at the AGM !

Thanks once again to Piaggio (UK), The Gilera Network will have a proper 'presence' at ITALIA '95. Our marquee will have some of Piaggio's current model range on display including the very technically advanced Hexagon scooter, and we hope to have some 'classic' Gileras as well as recent machines. If anyone has a particularly fine example they would like to display please contact me. See page 8 for how to register for camping and/or the track days.

Don't forget the AGM on 20 August (probably) at The Cross Keys Salmondby near Cadwell Park. See page 10 for details.

Now read on

NORTHWEST FRONTIER

Team Gilera were out in force at Hartland Quay for the first NHCA championship round, although only two of us were actually on our Gileras. Robin and Ian very sensibly preferred to ride their proper hillclimb machines in preference to their Northwests, but Nigel 'Stoppie' Windys chose Hartland for his debut in this little known form of motorcycle speed event.

Preparation of the '92 bike I acquired in October for hillclimbing was restricted to removing pillion footrests, mirrors and indicators, and lowering gearing. The gearing proved fairly tricky to accomplish given the off-set NW rear sprocket and unavailability of 13 tooth gearbox sprockets. Supersprox made me a spacer plate and alloy sprockets in 47 and 51 tooth sizes. Unfortunately it proved impossible to mount a 15/51 combination without fouling the chainguard mounting lug. In any case, I had to modify the chainguard mounting to accommodate the higher chain run with the larger sprockets. Acceleration on 14/51 gearing is exhilarating, and I was able to negotiate the first hairpin with the clutch home as well as pulling nicely in third towards the top of the hill.

My performance was not exactly sparkling, particularly in practice. I put this down to Nigel not arriving in the Wrecker's Bar of the Hartland Quay Hotel until very late on Saturday night. I think it was nearly 2 am. before we called it a night. Mind you, I think Ian looked even greener than his Kawasaki in the morning ! Nigel had a very impressive first meeting, getting in to the 28's to take 3rd place in the 750 class against two hillclimb specials (560 KTM and 504 CR Honda) ridden by experienced hillclimbers. I was reasonably happy with my second open run which nearly broke 31 seconds. There is no way I am going to match my best times on the 510 Husky with the Nordie, and getting within about 10 percent was what I expected. The good news was that the new gear selector pawl and spring certainly seem to have cured the baulked changes at high revs problem. Nigel's stripped down bike minus tank

panels, and sporting smooth bore Keihins and Arrows 'silencer' attracted a lot of attention when the old hands saw the times he was putting in at his first ever hillclimb.

Easter Sunday and Monday saw us at Loton Park. A much longer and faster hill than Hartland which takes a lot of learning. Nigel was immediately under the magic 70 second barrier, and when the weather turned wet on Monday he took full advantage of Gilera four stroke grunt and his MX experience to hold off the CR Honda and take first place in class! As usual, my times in the wet were a lot closer to the fast riders than they are in the dry. Even so, it has been a long time since I last put in over 80 second runs at Loton. The long wait between runs was put to good use by checking that we could get both the Northwests on my trailer for the trip to Wadebridge the following weekend.

Nigel's van and my trailer got us to the Halfway House near Wadebridge in time for a nightcap on the Friday. Wadebridge is far from my favourite course and is actually a twisty sprint rather than a true hillclimb. The Saturday meeting is not a championship round and so the wet weather was particularly unwelcome. Sunday was cold but dry and Nigel couldn't quite get the better of the two strokes. As one of them was another overbored CR Honda ridden by last years overall champion this was no disgrace ! As this was a road legal round Nigel's bike regained its headlamp. Without the tank panels it had an almost 'Katana' look ! Proudly wearing a rear number plate and tax disc his machine comprehensively saw off the opposition from some very dubious 'road-legal' entries to take a convincing win in the 'shopping bike' class.

Next stop Baitings Dam. I had warned Nigel that competition in the 750 class would be very fierce here, and he couldn't even be sure of being fastest four stroke. I suspect he would have liked it to rain, but in a most uncharacteristic fashion for Baitings in April it was very warm and dry. 5th was the best he could manage behind the Weslake engined 'Eigenbau', CR Honda and two Rotax based specials. My own times were hopeless. Checking back through my records I see that I have been up Baitings far quicker on my old 350 Morini ! The problem is that although this Nordie is older than my blue one it is still in very nice

condition and is also a 'collectors item' original specification black and pink magnesium cased job. Too nice to drop. Must pull my finger out if I get a ride at Gurston Down. I think I will pull the old 250 Rotarini out of the shed and give that an outing again, at least it has no plastics to worry

Nigel Windys at Mallory Park

about !

Nigel currently has the most points in the NHCA 750 championship after four rounds and is undisputed leader in the road-legal class - as a hillclimber himself Guiseppe Gilera would be proud of him ! It is very unlikely that he can take the 750 class away from Pete Short 'King of the Hill' on his CR, but the road-legal class is well within his grasp if he does enough meetings.

Not being content with this, Nigel is determined to win the 750 class (perhaps not until next year) on a four stroke. To that end he is trying to acquire a CR Honda cycle parts and a 'Funduro' Rotax motor to build his idea of the perfect hill climb special - watch this space !

† Pete Fisher

Gilera 150cc Dimonstrazione

Mention a Gilera racing bike and a 150 cc model does not immediately spring to mind. In fact, let's be honest, how many of you Arcore enthusiasts had ever heard of it ? I certainly

hadn't until a couple of years ago, when I had the chance to parade one around the street circuit at Cattolica.

Yes, I know, you're probably toying with a stunning 1,400 cc Yamazuki churning out 175 bhp before tuning, good for 185 on that by-pass, and you wouldn't demean yourself on an antique tiddler that can only just manage 75 mph downhill with the wind behind it. But, if it was good enough for world champions Masetti and Liberati, the baby Gilera will do for me.

In the early 50's, the modest Gilera 150 was one of the marque's best sellers, sporty, stylish, featuring a 60 x 54 mm pushrod motor - 152 cc actually. As a publicity stunt, Gilera produced a limited run of 52 'Supersport' versions - one for every agent in Italy. Each bike went in the shop window as a demonstrator - hence the name.

Many Gilera agents ran semi-works teams, with top flight riders aboard the big Saturno single. In 1953, the factory invited these riders to race the Dimonstrazione at Senigallia, a dangerous but prestigious street circuit, noted for its substantial start and prize money.

About a dozen of the bikes were on the start grid for the 175 cc race, including Masetti and Liberati who had gone to Senigallia with the works team for the premier 500cc event but who had been prevailed upon by the organisers to add some spice to the lightweight race. Masetti ran well to the fore until he broke his motor, but Liberati took an honorable second behind a much faster 175 cc Guazzoni two-stroke.

After that performance, the bike was often subsequently referred to as the Senigallia.

In truth, the bike was not far removed from the standard Sport version; a revised piston, carburettor, valves, stronger springs, seat, tank, mudguards and handlebars, plus a Smiths rev-counter. Nevertheless, in the summer of 1953, the machine was the bike to have for a privateer, as evidenced by its astounding record of second, third and fourth in its class in the non-stop Mirano-

Taranto race.

TT PIUMA NEWS

The Piuma will not be in the Singles TT in June. The engine is the drawback; it is underpowered and the crankcase usually cracks after a couple of races - or two laps of the Mountain.

In search of a solution, Mick Noblett and I visited the Gilera raceshop last Autumn and were shown the factory's last racer, which boasted a one-off 600 cc motor - not to mention revised suspension units etc. No chance of getting that out of Piaggio. But next to it, in the reception area, was a desert racer, complete with 750 cc motor, which you might remember was also used by Bimota as the powerplant of their GB1

Singles racer, to be campaigned in the Italian

Supermono series.

We discovered that perhaps five such engines had been built, and two are gathering dust in the Arcore factory. On our return home, we recruited help from every possible contact we could think of to borrow a 750 engine for the 1995 TT. John Surtees, Sandro Colombo (who was Gilera chief designer at the time of Masetti and Duke and the consultant engaged on the recent Saturno and big vee-twin projects) and Gianni Perrone, who owns an ex-Calderalla 4, were called upon to help but,

alas, to no avail.

Hence, when Mick was offered the chance of a ride on a Rotax single, we decided that the Piuma should be left, just as it finished last year's TT.

The better news is that Mick is checking it over with a view to parading it at the Morini Day at Cadwell. Here's a photo; the other Piuma is the ex-Surtees bike which has still not been out yet. One day...

† Raymond Ainscoe

Anyone know if Gavin Lee will be riding his 'standard' Saturno in the singles race again this year ? Let me know ! - Ed.

Spring Gathering !!

I have never seen the car park of the National Motorcycle Museum as full as it was on 14 May. Not only did our gathering coincide with the Suzuki OC 'classic day', but there was also a stamp and coin fair on, and what appeared to be more than one high-powered seminar in the 'suites'.

Fortunately Geoff Dawson had arrived bright and early, and so had found a space for us to park near the main entrance. In all eleven Nordwests and one Saturno turned up. Definitely the biggest gathering of Gileras in one place for a long time. Much exchanging of experiences with all manner of Gilera 'design features' followed. Aden Ellicotts Saturno- engined Nordwest

was compared with Claudia Cruttwell's Saturno to see if there were any obvious modifications. The main one seemed to be the use of a NW right-hand crankcase (well at least it was certainly painted in NW silver lacquer). Nigel 'Stoppie' Windys and Simon Mason conducted an impromptu 'silencer' concerto. Simon's one-off special complete with adjustable baffle and 'BS mark' was certainly louder than standard with a rather metallic edge to the note. Nigel's 'Arrows' unit had been re-packed since I had last heard it, but would still attract the wrong kind of attention in some quarters !

Every Nordest colour scheme was represented except the black and yellow livery which may not have made it to the UK. Interestingly the one black and pink model was one of the 'Austrian batch' - in other words a 'late' specification mechanically (including a rack), but with the early black and pink "sound on the road" graphics.

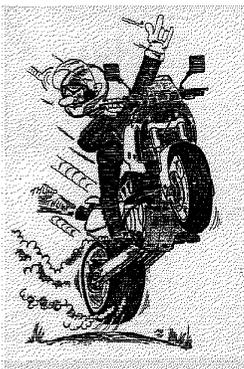
A recurring theme was cold starting. For a comprehensive discussion of this topic see David's article. It was interesting to see how Nigel's Keihin smooth-bore carburettor managed to start even though it cranked over at a ridiculously low speed as a result of higher than standard compression ratio and smaller than standard battery.

Petrol (unleaded or 4 star) was also a topic for discussion, although without stripping motors to examine valve seats etc. it is impossible to say that there are no problems from using only unleaded. Nobody reported any significant difference in performance or economy either way.

Tyre wear was compared, but with only one machine on Dragons rather than Hi-Sports there was too small a sample to draw any conclusions. The horrendous effects of the Milan trip on my rear tyre were duly noted!

My apologies for not mentioning all those who attended by name (put it down to grey cell fade), but many thanks for supporting this event. I hope those who had a lot longer ride home than Alison and I did, found the weather improved for them, as it did seem to brighten up later on in the day.

✂ Pete Fisher



SUBSCRIPTIONS

This issue of The GeN (#5) is the last included in a 94/95 subscription.

To receive any more copies you will need to send the Secretary £6, which will take you up to GeN#9 (May/June 1996). The subscription has gone up to £6 to cover the cost of affiliation to the British Motorcyclist's Federation and their public liability insurance scheme. As we get more involved in events such as ITALIA '95, with our own displays, and generally become a more established organisation it is advisable for us to have such insurance cover. The full cost has not been passed on to you this year, and as members of a BMF affiliated club you may take advantage of the various special offers that are available on bike insurance, RAC membership, travel insurance etc. (contact the Secretary for further details)

Your BMF membership card will be despatched with the AGM Notice on renewal of your subscription.

FOR SALE & WANTED

NORDWEST for sale

Registered 11/2/94 , Blue/Blue, 12000 Kms.
Full service history (will be serviced before sale).
Price : open to offers.

George Cromar Phone: 0171 404 8080

SATURNO (or NORDWEST) wanted in exchange for GFR

Graham Tyrell would like to swap his GFR ideally for a Saturno, but would consider a Nordie. He might also sell the GFR for around £2800. Phone: 01278 426111 (Somerset)

Going Spare

As an aside to my column on the Internet and the gearing spreadsheet last GeN issue, I decided to stay with possibly a more immediately relevant issue. If anyone requires the braking spreadsheet referred to last quarter please contact me. It seems that this sort of thing is maybe not what you want, as I had no feedback. With regard to the Internet it continues to march ahead and more and more motorcycling pages are appearing on the World Wide Web (WWW) along with various biking email lists. I just had one today that refers to the FEM. This sort of thing is great and can only empower and protect motorcycling. If any of our members (now around 138) have net access then you can mail me and I'll consider putting up a Gilera Web page if there is sufficient interest. As far as I know there are just Pete, Bill Yasui and myself with net access. (There are some others 'on-line' including James Hardy and Bob Dysart, but they may not have the direct Internet connection necessary to 'surf' the World Wide Web - Ed.) Please use my @taynet address rather than @motorcycle.com as this is more for Motorcycle Online readers. I would like to encourage the use of this technology so if anyone wants to get wired, just give me a ring and I'll give you some (hopefully useful) guidance. Remember it's not "Rocket Science". If you want to see some Gilera photos on the Web then a trip to Rec Moto's archives is certainly worthwhile. Our busy secretary has been beavering away again! When you read this column just think of him and all those lucky genned up members in the IOM. A deserved break Pete - Enjoy!

Are there any members that couldn't make the island due to the lack of a part? I've just had a frustrating month off the road. I know that is what RC's are for but I've not touched tarmac let alone dirt in that time -- hence "Going Spare". When Piaggio stopped importing Gileras most of us had an informative letter allaying spares fears and informing us of the Gilera situation. I decided to monitor matters. Apart from oil filters, timing belts and gaskets I've needed little for my bikes. Having a spare motor, electrics and various bits and bobs helps! The first hiccup was a Saturno front stop light switch - it took 6 months to arrive! Not being "mission critical" I didn't chase it up much. When the RC sprocket cracked under

warranty I trusted the 7 day turn around delivery from Italy. Not to be. One calendar month and sixteen days later....

An order placed on the 8th April (not withstanding cock ups - which I'd waste energy explaining as would anyone trying to trace exact events) arrives in the nick of time for the GeN Scottish gathering!

How to act in this situation? Rather than lose the rag with all concerned (I did a little) I enquired as to how the system works and in what way it could be enhanced. Lilleys and Fowlers were responsive and also compensated me accordingly. Problem solved and one happy customer. Not quite. I didn't know what to do with the pent up frustration of what seemed a wholly inadequate response time for an essential motive power component.

Richer, credit card G.Net members would just probably have reached for the phone and Supersprox, sent the damaged part and had a pattern made. Budding entrepreneurs having had that and overdraft privileges temporarily removed -- had to wait for a replacement warranty part!

In this situation one can either point the finger or look to act positively. I chose the latter. Let's face it most members and "Gilera Guru" Benjy Straw know more about the various models than the dealer network and Fowlers. Most of the mechanisms are now in place for an efficient system. So what has happened and have any other members had an unsavoury spares experience? Which dealers fall into the five star category? As you all know Piaggio have been very supportive in us starting the network and rather than bite the hand that feeds -- maybe we just need to monitor the situation further. In the meantime having ordered your parts (I use Lilley's and that stalwart Bob Wright) if you require an update on your delivery, then Jimmy Strachan at Fowlers will be pleased to help. This is not by-passing the system it's merely spending your own cash to phone and check facts. In the ideal world this is not normally necessary but until a thoroughly efficient system consolidates then that seems OK. Jimmy can be reached on 01179 778899 Ext 311. Fax, same code - 774121.

Feedback in the spares arena is welcome. It's

something we can put to Piaggio, the Gilera spares importer (Fowlers) and the Dealers. Anyone for a questionnaire?

† John Rushworth

BOOK REVIEW

Benelli Road Racers

This latest work from the pen of Network member Raymond Ainscoe co-authored with Gianne Perrone is a comprehensive account of the racing exploits of this famous marque from the early 147 two-stroke via the 250 four to the 1966-73 500 campaign, not forgetting the Motobi and MBA connections.

The 96 pages are packed with high quality monochrome photos of all manner of rare machines. Many shots of historic racing moments and superbly detailed close-ups of machines are accompanied by expertly researched accounts of the development and racing careers of all the famous models.

Normal price is £10.99, but Raymond is offering the book to Network members at a special price of £9 including postage and packing. Order from:

Ilkley Racing Books
3 Mendip House Gardens
Curly Hill
Ilkley
LS29 0DD

† Pete Fisher

ITALIA '95

We will be at Silverstone for the Italia 95 weekend. 16-17-18 June. We owe Piaggio a very big thank you for helping with the finances as without their help we could not have afforded to participate. We will have our own marquee and we look forward to welcoming you. Come for the day or the whole weekend. It will cost you £10 and that includes free camping but you will have to send off the booking form enclosed to ensure you get a pitch. There will be lots going on all weekend. On Friday you will have access to the National circuit, cost £65 for four sessions, and on Saturday the new Stowe circuit will be available, cost £45 for four sessions. If you want to book either of these contact Silverstone ASAP, telephone 01327 320213. On Sunday morning at 09.00 a club cavalcade will start so if you want to be on it make sure we know you are there in plenty of time. There will be Classic racing during the rest of Sunday. This event should be great fun and is a wonderful opportunity for the Gilera network to make its presence felt. If you can get there please do and let's make sure that people notice GILERA. Send the ticket booking form to Silverstone before 9 June and two of you can get in for the price of one! Do not forget to bring your GeN membership card to ensure you can get your bike down to our marquee where you can park safely in our own display area. Our display area will be 10m x 20m, let's try to fill it with Gileras!

† David Champion

We hope to have a suitably impressive machine to lead our cavalcade and it would be great if there were some classic Gileras amongst the modern machinery. There are some 'organisers' passes available, so if you have a particularly interesting bike you would like to ride round and have on display please get in touch with David - Ed.

POSTCARD FROM ARCORE

POSTSCRIPT

Alison's Italian Journalist friend finally sent us the article which he wrote about our visit to Arcore for 'IL GIORNO'. Unfortunately there was no translation! Anyway here is a scanned

image of the article. As you can see, we are kitted up in full waterproof gear for our very wet ride home. The main headline says something like "Journey in search of the 'lost' Gilera"

□ Pete Fisher

Classics Corner

Jim Reynolds very kindly loaned me some examples from his collection of classic Gilera photos. Enjoy!

Below:
"Jubilee 98cc"

Above:
1956 50cc

175 Trial - 9 BHP @ 6500 rpm

250 "Export"



FRIDAY 18 AUGUST

Once again the Morini Riders Club have invited us to their annual Cadwell Park Track Day and Annual General Meeting weekend. Regular participants will know this is an event not to be missed, and I am sure those attending for the first time last year enjoyed themselves. The MRC track day is possibly the best value in terms of track time to be had, and the mix of machinery is better suited to our kind of bikes than some open track days. No discount for Gileras unfortunately, but the chances are there will be extra sessions for Gileras and Morinis only if time permits.

If you enter before 30 June it will cost you only £47 (after 30 June £54). You should get six 20 minute sessions. Lights need to be taped and stands wired up, but facilities for this will be available at the track. You will need 'one-piece' leathers, and these can be hired by prior arrangement. As it states in the regulations - "Enjoyment is compulsory".

Please give me a ring, or better still send me a S.A.E., if you want an entry form. No promises of exotic machinery to make the mouth water, but you never know what might turn up. Naturally everyone is welcome to just come along and watch if they don't fancy taking part. The sight and sound of a Gaggie of Gileras mixed with a Mob of Morinis storming away from the hairpin towards Charlie's is a rare spectacle !.

A.G.M

No-one has come up with an alternative suggestion for an AGM venue, so we will probably crave the indulgence of the Morini Riders Club again with a view to joining in with their arrangements. As, however, there is a sizeable contingent of members with a foot in both camps, it is tricky choosing a time for a meeting. To allow those who want to, to attend both, tends to suggest Sunday morning as we did last year. I really do need some feedback from those who can only attend for one only day about whether a meeting on the Saturday would be better if that can be arranged.

Provisionally then, pencil Sunday 20 August at 11 AM into your diary.

I will check the final arrangements with the MRC and issue a formal notice of AGM nearer the date.

The venue is a new one this year, but there is camping available from Thursday night and the festivities are based at -

Cross Keys Inn, Salmondby near Horncastle, Lincs

✂ Pete Fisher

FOR SALE II

Nordwest, Jan 94, Two-Tone Blue, 3000 miles (approx 5000 Km) Garaged £2999
- Jim Daffin 01730 263776 (Hants.)

1987 RV125, 'E' Reg., Black & Red, VG condition,
£600 - Dave Roberts 01235 821641 (Oxford)

'G - mail'

Paulo Bragalone

I currently own a Gilera GFR and have had it for just over one year. In that time I have travelled around seven thousand kilometres. Up until last summer I did not have many faults, only a leaking gearbox and a seized rear suspension.

I had done quite a few long journeys without any problems at all and so I decided to take my GFR on holiday to Italy. I could not drive all the way and so I put the bike on the Motorail to Nice in the South of France. On arriving in Nice I drove for three hours into Italy in 35 degrees C without any problems.

During the holiday I drove around 1,000 miles without any problems. On the way home I drove for three hours non-stop from Northern Italy to Nice which was not very comfortable. During this journey the oil warning light came on even though I had oil in the tank so I had to keep stopping to check the oil level. After that there were no more problems until I was on the motorway from Dover to London when the bike kept cutting out when the power valve came on in 6th gear, but after a week both these faults had disappeared so I would like to say that the GFR's reliability is not all that bad.

I have always pushed my GFR to the limit especially in Italy so I think that is the way the bike likes to be driven. My tips for keeping a GFR going are:

- 1) Only use fully synthetic oil.
- 2) Wait for the bike to warm up before using the power valve.
- 3) Use the power valve as much as possible especially on dual carriageways and motorways.

Keith Ellison

I bought my Saturno new in April 91, but due to circumstances, have not yet enjoyed the bike as much as I would have liked. Having owned a variety of Italian bikes over the years I never expect them to be without faults that seems to be the Italian way with most manufactured goods more likely the product is 75% good, the other 25% is left for the buyer to set up to his like. My main criticisms with the Saturno are vibration, poorly chosen gear ratios, bumpy, snatchy low speed running, and a long stretch to the handlebars. The engine is excellent, very torquey and responsive. The radiator virtually fell apart after about 1800 miles and leaked like a sieve, caused by what appeared to be erosion of the aluminium from inside. I got a new rad made to pattern in steel/copper and has worked OK since. No other faults have appeared, but the bike has only covered about 4000 Kms. I fitted fork gaiters from new, also rearranged the springs to stop the sidestand springing up once the weight is off it. My other Gileras are a 175 and 202 Jubilees of 1964 also 2 Arcores and a spare motor, of 1974 & 1975 and a 125 frame and engine, also a spare 175 motor also an 1979 Benelli Quattro highly modified and most parts of a 250 Guzzi twin TS.

As my needs have now changed, the Saturno is for sale and will probably be part exchanged for a new Kawasaki ZX6-R when I can get one in May. I enjoyed reading the newsletter and look forward to the next one. I will always have a love affair with Italian bikes and hope Gilera will once again come on to the market. I regularly use the little Gileras for work also the Quattro.

If any of the members have early light weight Gilera singles with 45 watt dynamo, a good replacement voltage regulator is one off a CZ. I've had one on my everyday Gilera for about 10 years without any electrical problems, and good reliable charging. A big improvement over the original hit & miss unit.

Ian Carr

Interesting item re: Exhaust systems.

Am I right in thinking that this means the Stainless system mentioned in earlier Gen's made in South Wales, will actually be illegal ?

What happens when our Gilera's are 10 years old and possibly the exhaust systems are no longer available. Presumably it will be ok to fit any BS marked silencer. Will companies like Gazelle be able to get their system approved ? Maybe the Frigerio manufacturer could be persuaded to mark the pipe suitably. See 'Feedback' - Ed.

Finally a fix for a problem I didn't know I had.

In an effort to get as much petrol in the tank as possible, I had found that there was petrol somehow passing the petrol filler seal, this showed when the engine was revved or under hard braking when petrol would splash out, not much but enough.

This is where I may have caused the problem. In an effort to stop this I may have been overtightening the petrol filler thus causing the thread to crack on the tank. Thoughts of great expense rushed through my mind.

After enquiries as to what I might do, industrial superglue was recommended, this was used to good effect.

I first really cleaned out the split with paint surface preparation solvent, then using the correct primer, followed by the glue, pressed the split together. After this I slowly over a few days ran glue between the tank moulding and the threaded moulding, as they only appeared to be fastened at the bottom by the tank, which allowed the threaded part to twist. This was done some 6 tank fills ago and so far all is well. By the way petrol no longer leaks so maybe there always was a fault.

The materials used were Loctite 770 Polyolefin primer and Loctite 406 Superglue a £25 combination (still cheaper than a new tank). Hope it lasts.

☞ **Bob Dysart**

Hi All,

I've been using the NW through the winter this year, and naturally the exhaust is getting a bit crappy, so I was quite interested in the articles in the GeN#4 about the new exhaust laws, and making your standard silencer last longer.

In my own tiny way I've had a craving to make my NW a 'Superlight' a la Ducati. To this end, I'd be quite interested in some technical 'Feedback', i.e. is it hideously loud? Does it require carb rejetting ?? etc etc. It sounds like it could be a fair bit lighter than stock, and I wouldn't be upset by a bit more noise (not at all really...). I suppose it is only available by travelling to Italy though ? I did see a very tasty carbon fibre can fitted to a Honda VFR 400, which looked like it might fit the NW. I don't remember the manufacturer's name, but it was oval in section, upswept, had twin exhaust outlets and sounded lovely on the VFR. Anyhow, if anyone's got any info regarding replacement silencers in alloy or CF I'd be glad to hear about it. I can be reached via E-mail on etl.etlrdt@memo4.ericsson.se or through the G-Mail pages.

Evidently I caused a bit of phone call hassle at Moto Italia (aka WeeVee, Smiths Small Engines etc etc) the last time I wrote in to G-Mail. I wrote to say that I had a bike stand from Maldon M/Cs (the ABBA trailbike stand) for the NW. I should like to clarify that this is a paddock stand, and is actually far too tall for the NW. Fortunately, my uncle has access to welding gear, and he took three inches out of the stand's legs so that the stand and NW now accommodate each other in a much more useful embrace. Sorry if I caused any unnecessary phone calls.

I see that there are a lot of reported carburation problems in GeN#4. As the long term owner of a Kwak ZX-10 I have suffered the plague of carb icing every winter. If you are getting carb icing (the bike will just run at mid to high revs, but won't pull low down or tickover), try Silkolene Pro-FST fuel additive. It is expensive, but it works a treat and cures the Kwak every time.

Things are getting a touch expensive with my NW at the moment: coming up to 12000 Km, with tyres, cambelt change, service, and a new chain & sprox in the next few weeks. At least the summer's coming. Yahoo. I'm thinking of

changing from Hi-Sports to Pirelli Corsas. Any views/ comments / Oh, by the way (or BTW if you use the Internet :) .) Module Road & Race in Kent sell regina chain and sprocket kits for the NW at a reasonable 88 quid including VAT. They're on 0960 349500 or 0181-301-3264.

See Feedback - Ed.

☞ **Brian Carter**

Writing to you on the subject of Gilera's for sale, I have enclosed an advert taken from this week's AutoTrader (South West), in the advert you will see there are two Nordwests for sale. The price does seem a little high for each, but they have been advertising since last August, so a price reduction could possibly be obtained. On reason for them still being there is possibly due to the bad starting characteristic of the model if left to stand for a week or so. Once mine is going it is absolutely terrific. Great club, glad I joined, have learnt a lot about the bike in such a short time.

See David's article re: Nordwest starting - Ed.

☞ **Ian Robinson**

The fault with the front brake light switch was indeed the switch itself. It was an intermittent fault recurring about every 15-20 applications. Don't ask me why but it just did. I have seen it done. Even if it costs money to make the moulds I am sure this cost could be re-couped through hire charges.

I am hoping to go to Italy for my holidays this year in my camper, so I hope to make a visit to Arcore and then FPM to solve my exhaust problem. I would like to go on the bike but I would not ask my good lady to sit on the back of a Nordwest for that distance, don't forget that unless you pay an extortionate ferry charge, you have an extra 600 or so miles each way to get to the continent from N. Ireland, these miles through good old British weather ! I know, I did it on a CBR and the Gilera is even less of a tourer than that was. Someday, solo, yeah !

Before I finish, Lilleys said that if Scooter Services would pay them they would send a fork seal over

I made enquiries at the local electronic/computer brand of Maplins here in Bradford. Behold a similar micro swich except it had three blades obtained for 59 pence. The third blade was quickly broken off (DR JOHN states how easy) and my brake light from the front brake works every time.

Perhaps the fact that micro switches are obtainable from electronic shops will make members think twice before getting a genuine Gilera switch at a cost of £15. 59p. appears quite a bargain.

☞ **Mike Riley**

I've been busy on L780 MRB over winter, just doing routine checking, greasing etc. The rear wheel proved tricky to get out, a combination of the shaft and inner collar rusting together ! A fine rub down and good greasing has solved the problem however. I've also put on stainless front pipes which look a lot better (I got them from Jackson's a year ago ! Don't know if he can still get them) I've had problems with the silencer however ! I have rung round trying to find someone who would aluminium coat it. No body has heard of the process !! Could you suggest anywhere?

I had it stove enamelled, but it lasted about 50 miles before bubbling up and flaking off !! So I've blasted the remainder off and sprayed it with G.S. matt black (I've been told this really works - we shall see !) I located a firm that could make up a stainless steel silencer but it would cost me £600 - the original item costs £200 so I'm saving up for a trip to Wales for a Gazelle one.

See Feedback re. silencer news - Ed.

☞ **Mark Gracey**

Well it's April and I wish I hadn't used the Nordwest over the winter. First was salted roads, loads of fun sliding the rear on roundabouts and slow corners but it has totally knackered my exhaust, rust city !

Then, in November she started to stop starting and when she did start she was stopping and starting when she was stopped, er, I think. Rather too frequent plug changes helped but then the starter clutch cried "enough". Scooter Services in Belfast did a very efficient warranty repair on this, but, just as I was getting psyched up for another season of headbanging, the fork seal let go big time, dropping oil all over the brake caliper and disc. Straight back to Scooter Services who, fair play to them, got tore into another warranty claim, but Fowlers did not have a new seal so its on back order and here I am looking at dry roads and sunshine, as unhappy as a very unhappy thing. So I thought, give the bike a good cleaning, cheer myself up, paint flaking off the back wheel and cracked fairing mounts, what a bummer ! Another warranty claim ? I don't think I'll bother. We have done almost 7000 Kms and the back tyre looks like a very tanned Duncan Goodhew, while the front is so out of shape from hard braking in corners that its handling like a friesian on rubber skates, so I have a set of Corsas lined up (ex racers, unused, cheap), hope I get as good use out of them as the Hi-Sports. A few burnouts, wheelies and stoppies and she gets a new set of boots.

Oh I think the battery is nearly stiffed too, time will tell.

MPS are now selling Brembo brake pads for Gileras if anyone's interested.

May I suggest a use for the cracked fairing panels David has. Get someone to make moulds from them for making fibre-glass replacements. The moulds could then be hired by members through the tool loan scheme, or maybe some of the quality aftermarket fairing makers would be intersted in the panels to start producing them. We all know how delicate the factory parts are and I'm sure I am not the only Nordwest owner that would like a custom paint job without having to destroy the original panels. With a good solid well made set of moulds fibre glass isn't that hard to work with. I'm not an expert but I hav

but S.S. didn't want to know, I got the feeling that they would be glad when my warranty expired. Price for a fork seal kit (you have to buy a whole kit ?) NINETY ODD QUID PLUS VAT ! I hope someone starts making pattern seals before it happens again.

Ah yeah my bike has run pretty well up to now on super-unleaded, although it seems now as if it is not as green as the govt. would have us believe.

Hope to see more Nordwests at the Northwest 200 this year, oh yeah and what about an owners club sticker to identify fellow members bikes ?

Fairly sure that fork seals are now available separately. Nigel 'Stoppie' Windys gets through them at a fair old rate. He has found that seals from 41 mm MX Marzocchi's will fit with just slight trimming of the rubber section to reduce the thickness. Working on a Network Logo sticker which should be available by the end of June. - Ed.

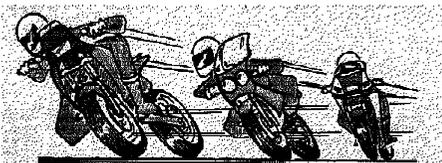
Geoff Dawson

Following the confident approach to starting, identified in GeN#4 as the 'success story of the year' - forget it !

The answer now seems to be to give the battery a boost from a charger for 15 to 30 mins. This does work, although it is not very convenient. See 'Feedback' - Ed.

The fitting of a 15 tooth drive sprocket certainly has reduced the revs at 70 mph by some 7 to 8% [(15/14*100)-100]. This, hopefully, will keep vibration down for the longer runs.

My information suggests that :-
14/43 gives 70mph @ 4900 rpm
15/43 gives 75mph @ 4900 rpm



or 70mph @ 4550 rpm approx.

This is slightly different from John Rushworth's Spread-Sheet Tabulations, but I've only used a slide-rule ! (for all those in the modern era - they are cheap and extremely accurate, ask me about the 60" OTIS KING)

Eric Richard

Also thank David for spotting the Gilera in the list reported by the M.C.N.. It is quite a bit of fun really. Pietro DiMarino, of Rotadale (do you know them ? every Italian motorcycle owner should), supplied the 'bike direct from Northern Italy. Its a 1955 Sport 150, and perhaps the only one in the U.K., that had been left lying in a shed somewhere, probably at the end of its working life. So everything is original, but tatty. Over one winter a pal and I stripped and checked it mechanically, the only problem was a stuck valve follower. We re-assembled it, treated it to a new battery, two light bulbs and it fired third kick. I have decided to keep it in 'as seen' condition, thinking that Giuseppe or who ever would be pleased to see it still functioning as it did for him. Unfortunately, as you will have seen in the comic we have a few 'bikes' in the shed and therefore the Gilera is lucky to get out more than a couple of times a year - and now I have to think of doing a similar job on the Moto Morini !

By the way : Eric is Sgt. Bob Cryer of 'The Bill' - Ed.

Nice to hear from at least two owners of something other than a NW, Saturno, GFR or RC - but I know there are more of you out there !

✂ Pete Fisher

A complete (except for those who

MEMBERSHIP LIST

have indicated otherwise) and up to date membership list will be published with GeN #6, so if you want any additions to your basic name, model and area entry (don't forget the 'expertise' item !) send them in. Meanwhile, welcome to the following new members:

Braham Russell	NW	North West
Carter Brian	NW	West Country
Chilton Roger	NW	West Midlands
Heller Joachim	SAT	Germany
Kent Paul	SAT	South
Marcroft Stephen	NW	North West
McLean Norman	SAT	South East
Owers Wendy	NW	South
Paterson Ian	NW	Scotland
Ransom Thomas	GFR	South
Rowland G	NW	North West
Settle Dave	NW	North
Thomas Chris	NW?	South

Long may your grips twist !

'feedback'

Frigerio Silencer

Brian Hamer writes:

Thought I would just drop you a few reflections of the FPM silencer that you mentioned in GeN#4.

After fitting the new silencer which was easy apart from getting it to the right angle to miss the frame tube, the characteristics of the bike's power band seem quite different. It didn't have that sudden jump of power at 6000 rpm and revved very quickly to the rev limiter, where before the power died off around 7500 rpm. I felt it was running a bit weak so upped both chokes to 160+150 main jets, subsequent plug chops and fuel consumption checks justify this.

With it set like this I have done around 3000 Km., I feel it gives an overall improvement, low speed pick up and torque are much better, the reason the 6000 rpm power band doesn't feel so much like a two stroke !

It is well made and good value with the Lire as it is, I found it £30 cheaper than the original including P&P from Italy ! (to France - Ed.) It also sounds pretty good, a bit crackly at low rpm and beautifully boomy at high revs especially on the over-run. I don't think it is as loud as a Morini with an RMS system, probably equal to a 888/900 SS Ducati with carbon cans, in volume. I am going to try and get the bikes first MOT at the end of May, so I will let you know if it fails !

Nordwest Starting

See David's article for some definitive gen on ignition systems etc. I still have a theory that carburation is at least partly to blame. My reasons for this are:

- (1) My '92 black & pink NW with early ignition system exhibits the same symptoms.
- (2) Nigel Windys manages to start his high compression engine with a smaller than standard battery even though it turns over very slowly -

but it has Keihin carbs.

(3) When mine is playing up it will eventually run for a few seconds and then stop a couple of times before it gets going properly. I would have thought that if a weak spark was the problem once it fired it would be away.

(4) I know Bob Dysart once got his Nordie going with a whiff of 'Easy Start'. Admittedly he found a bad connection which would not have helped matters, but this is a sure way of providing a nice rich mixture.

I suspect that a combination of a slightly weak spark and a not quite rich enough mixture may be to blame. Investigations are under way which might throw more light on this subject but in the meanwhile a combination of various strategies might help.

Try a 'V' rated (Gold Palladium) plug. My Morini recently started after standing for 10 months with just three kicks ! It has EV plugs which have been in it for four years. If you don't mind the hassle follow Geoff Dawson's advice on trickle charging the battery for a while before starting. You could try leaving the bike upright on a paddock stand and turning on the petrol well in advance of starting as I do. Insufficient data to be sure if this has any reliable benefit yet - I will keep you posted.

Tyres

One or two members have enquired as to the suitability of Pirelli Dragons as compared with Hi-Sports for Nordwests. Interestingly, Pirelli recommend a 120/70 front tyre rather than the standard 120/60 as when shod with Michelins. I tried Nigel's bike at Wadebridge and certainly had no problems with the Dragons. He swears by them, but then they are Corsas ! The 70 aspect ratio may slow down the steering a little, which you may or may not think a good idea. Having ridden my hill climb bike with fork top nuts flush with the top yoke (that is how Robin found it when he first acquired it), I have now adjusted the fork legs on the blue one to be the same. I prefer the slightly slower feel to the low speed steering which now is less inclined to that 'tucking in' sensation. This modification will not suit everybody and is performed at your own risk !

A neat mod. which Simon Mason has performed is an alloy heat shield to prevent the right hand indicator being 'cooked' by exhaust gases. His O & S one-off unit was even more prone to melting the plastic before he had the mounting altered, but the standard silencer seems inclined to at least seriously blacken the indicator lense given time.

✂ Pete Fisher

ne

The Post TT Classic Concours

Mallory Park 10/11 June

There is a new event on the summer calendar, to make the return to normal life after TT Week a little easier to bear.

It's part of developing the Post TT Classic Meeting at Mallory Park into a whole weekend for classic enthusiasts. The idea is very simple: Turn up on Saturday, put your bike in the Classic Concours line-up and get first bite at the autojumble. Alternatively, book a circuit ride before you park the bike and enjoy the sweeps and turns of the famous Mallory circuit as you dream of John Cooper on the BSA Rocket Three beating Agostini on the mighty MV. Then let the adrenalin rush slow down a little by joining in the Concours.

The judging will be done by the 'Classic Bike' Magazine team and they will be giving preference to bikes with evidence of use, so

don't think you have to miss out on the circuit ride to stand the chance of winning one of the many awards on offer. these are:

Best Pre 1931, Pre 45, Pre 60, Pre 72 and Best Current Classic (over 15 years old)

There are also trophies for best British, German, Italian, Japanese, plus Best Road racer, Off-Road Competition, Classic Special and Best Club Display. The overall winner will get the Master of Mallory Trophy.

There will be free camping overnight for those who book for the weekend, plus Saturday night entertainment. On Sunday the track is devoted to the business of racing, but the organisers of that side will let us acclaim the concours winners during the lunch break and give them an extra lap of honour. The autojumble will be on all day and the crowds would love the chance to look at your members' bikes and perhaps ask about your own club. There will be a classic moto-cross event, a fair for all the family to enjoy and the chance to collect famous autographs from the competitors in the Past Masters of Mallory race.

The idea is a weekend to enjoy active riding and racing. If you want to bring the family, children under 16 get in free. If you book a special weekend ticket through 'Classic Bike' Magazine, you get a better price and the circuit ride free. It's all about enjoying bikes; proper bikes. Hope we see you there.

† Jim Reynolds

See page 9 for some photos of classic Gileras which Jim (father of Network member Iain) has provided for me to scan into my archives - Ed.

THE STORY SO FAR

One year ago we had just produced the first copy of this journal and we had no idea if we would produce a second. Why did we produce the first one? Well it all began in October '93 when without warning Piaggio announced to the world it would be closing the Ancore factory and discontinuing the Gilera motorcycle range. No one knew what would happen next and a lot of "new" Gilera owners were suddenly out in the cold with no idea where their next cam belt would come from.

I was in WeeVee one day discussing things with Benjy Straw. I naively said "what we need is some sort of owners' club to keep people in touch". Benjy told me that a guy from Wolverhampton had recently been on the phone and had said he was interested in starting a club, maybe I should phone him. I phoned, Pete Fisher and I arranged to meet one evening at a Cotswold watering hole to discuss what to do. Pete had also been in touch with John Rushworth in Scotland who was also keen to create a club, John was coming down to Donnington for the WSB meeting so the three of us met there and made plans. John and Pete were both "into" computers and saw no problem in producing a news letter on a PC and then photocopying it. Once a quarter seemed reasonable, and after some rudimentary arithmetic it looked as if £5 membership should be enough to fund it. So far so good but we could not bear the thought of calling it the Gilera Owners Club, but what else could we call it? Blank expressions from all except John: "You may think this is a bit naff but networking is getting in touch with people so how about calling it The Gilera Network?" "A bit naff?", we replied, "you must be joking. What an inspired idea!" It got even better a few days later when Pete realised that the magazine would not just have "gen" it would be "The GeN". Brilliant.

We soon discovered that although Piaggio had stopped production they were very keen to preserve the Gilera name and help Gilera owners, they mailed almost two hundred copies of GeN#1 for us, that got us in touch with most Nordwest, RC600 & GFR owners and WeeVee

were able to help with many Saturno owners. It did not take long to attract fifty members and by the time GeN#3 was published we had 120 members, we have added a few more since.

The Network's first year has been a successful one, we have been fortunate in attracting some notable members including author and marque expert Raymond Ainscoe, actor Eric Richard (best known as Sgt. Cryer in the Bill) and marque expert Gedd Gilligan. Also we were honoured to welcome Eleanor Quigley as President and we must thank John Rushworth for being instrumental in this.

We are fortunate in having members and friends who are connected with the Morini Riders Club. This connection meant we were able to join them at Cadwell Park for our first organised meeting and AGM. This was a great success and was quite well attended, we hope to repeat the event this year.

When Gilera's closure was first announced no one knew what to expect but now things are becoming more clear, we know that spares are still being manufactured. We know that Fowlers are working hard with Piaggio to get a fast reliable supply route established. If you have any doubts about it just consider the plight of some Jap bike owners waiting months for parts only to find the price has doubled by the time they arrive. We know who the dedicated dealers are and we are getting better at knowing where to look for parts or solutions to problems. One of the reasons of course that we know these things is because the network is working: you are contacting the network.

The most important part of keeping people in touch is of course our magazine and we all owe Pete Fisher a big thank you for all the time and effort he puts into producing it. Thanks Pete.

NORTHWEST STARTING PROBLEM

A lot of people have told me the same story; Leave it over night and it starts no problem but leave it a few days and it is a pig to start.

The bad news is that no one has found a solution to this one yet so please let me know how you get on with yours. It begins to look as if it is a low voltage problem because starting is no problem if the battery is jumped. If this is correct early bikes should not have the problem as they used an independent self generating ignition circuit. Your Nordwest can be put into one of three basic groups:

1991- Black/pink, short seat, no rack or grab rail, VIN 228-30000>. you have separate ignition and two pick up coils are used.

1992- Black/pink, long seat, rack and grab rail, VIN 228-50000>. up to 228-51764 you have separate ignition as 1991. After 228-51764 you have inductive ignition.

1993- Blue/blue, long seat, rack and grab rail, VIN 228-70000>. you have inductive ignition. The inductive ignition is like a car system where everything works via the battery. It has an ignition cut-out which prevents a spark if the voltage when cranking is below six volts, but the spark could be very weak if the voltage is not much above this. A point of interest is that you will still have two pick up coils but only one of them is connected.

You are probably using an NGK DPR9EA9 spark plug, It may be worth getting a DPR9EV9 which should improve starting and general running, also they last far longer than normal plugs so they are a pretty good investment.

Please help us build up a better picture of the problem by answering any of the following questions and giving any other useful information.

Do early bikes suffer from this problem? What spark plug do you use? Have you tried any other spark plugs? How old is your battery? If you have fitted a new battery did things improve? Have you checked battery voltage? (a) when it has been left for a few days (b) when cranking ? Does jump starting help? Do you think you have solved the problem on your bike? YOU HAVE . . . what did you do? Do RC600s suffer from this problem as well?

Nordwest owners all over the country need your

help so please drop me a line. I hope I will have an answer to this problem in the next GeN.

NORTHWEST FORKS

The Paioli forks fitted to the Nordwest work well enough but in common with most "up side down" forks the seals tend to show signs of leakage at fairly low mileage. There is not much you can do to prolong the seal life, except washing dirt and grit off the forks regularly. Some later bikes have small screws in the top of each leg, no one seems too sure why they are there but if you loosen them you will release some air pressure. This suggests that the seals allow air to get sucked in during the normal action of the forks but the air cannot then escape, this build up of pressure may contribute to the leakage. So if you have the screws it is worth loosening them periodically to release this pressure build up. Telescopic forks operate as sealed units so as they compress there is a build up of pressure. This is allowed for in the design and actually forms part of the spring load but there should not be any pressure when the fork is extended. Maybe this extra pressure just gets too much for the seal to contain if it is anything other than in perfect condition.

Sooner or later your seals will need changing. It is not a terrible job but there are a few things you may need to know. The two legs are not the same. Both have a spring and oil but only the right one has the damper mechanism so if you want to experiment with different grades of oil you only need change the right leg. Modified seals were fitted to bikes after VIN 228-71037. If you order a seal now it will be the later type. If you have the older forks you will need spacers to allow the fitting of the later seals. Part numbers are: SEAL-952633. SPACER-952737. Also a complete kit with all the seals bushes etc. is available but that is about £90, part number is 344921. If you are getting a dealer to do this work it may be worth giving them the part numbers. You will need a special tool to fit the new seals. The GeN tool hire scheme has one which you can borrow for the cost of return recorded post plus £1. Suzuki use identical sized forks on some models so dealers should have a suitable tool.

DOING THE JOB

Support bike with front wheel clear of ground. Disconnect speedo cable. Remove fairing, mud guard, brake callipers and front wheel. Now you can remove the fork legs, take the top nuts out invert the legs to drain the oil. You will find a nut on top of the damper rod in the end of the fork leg, loosen this nut by tapping the spanner sharply. Once the nut is removed the two halves of the of the fork leg can be separated but first remove the dust seal and the spring ring underneath then hold the bottom of the lower leg in a vice and knock the seals out by pulling the top leg up sharply. Fit the new seals etc. with the aid of the tool which will ensure it all goes in straight, reassemble and fill each leg with 400cc of SAE10 fork oil. Do not forget that the lip of the seal is very fragile and needs to be in perfect condition so take all precautions to keep it perfect during assembly.

SATURNO FORKS

A couple of things you may want to know: The right leg does the compression damping and the left does the rebound. Both have 300cc of SAE10 as standard. if you want to change the damping experiment with the left leg, try mixing oil grades to give an in between grade (eg.SAE15). Increasing the oil quantity will not affect the damping but will give the effect of stiffer springs. Having said all this the forks are very good as they are but it is worth changing the oil every couple of years.

COPPER SLIP ?

In my instructions for changing the cam belt I mentioned putting Copper Slip on the alternator rotor tapper before bolting it up during reassembly. A couple of people have questioned this because lubricating the tapper will mean that the only thing stopping the rotor from slipping on the shaft is the Woodruff key and they are not designed to do that. Well I stick by my recommendation for two reasons. One is that the Gilera workshop manual tells you to lubricate it and the other is that technically you should always lubricate a tapper like this one to prevent it seizing on, and also to ensure you get an accurate torque setting. You see the truth is

when that bolt is tightened there is a hell of a lot of surplus friction, and lubrication or not that rotor is locked solid. If you want proof take the bolt back out and try to pull the rotor off, you will need the puller to break its grip again.

TIP OF THE WEEK

Use Flash liquid instead of washing up liquid to wash your bike, it really does cut through the grime just like the ads say. Rinse off with clean water.

If your hands get really greasy do not use lots of washing up liquid, use some cooking oil instead. Pour a little into your palm and work it into your hands thoroughly then wipe the mess off with some kitchen paper and then you only need to wash lightly...much kinder to your skin.

But if your skin does get dry use a slice of lemon as moisturiser (now where could you find a second hand slice of lemon?). Crush it between your hands and work well in to all the nooks and crannies.

LIST OF DEPRESSING THINGS TO DO #1.

Cleaning the inside of your visor with a white tissue.

† David Champion

WHERE TO GO - WHO TO KNOW

Useful Names and Addresses

Stainless Steel 'Adjustable Baffle' 'BS' silencers for Norwest to the same pattern as Simon Mason - O & S Stainless, Unit 10, Hermes Road, Lichfield, Staffs., WS13 6RZ Tel. 01543 415164

HELP !

The advertising space on the inside front cover is available from the next issue of 'The GeN'. If we can't sell it we may have to reduce the size of future issues !

Events - Advance Notice

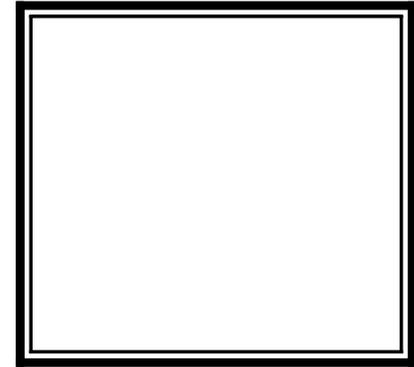
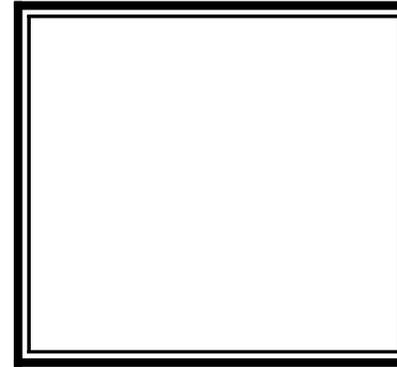
Isle of Man Meeting - 4 June see facing page for details. David also suggests a Gilera Network convoy ride to the IMOC meeting on Monday evening. How about meeting at Murray's Museum and riding round to the Crosby Hotel to make a grand en-masse entrance ! Arrangements can be finalised at the Mad Sunday do.

DO NOT MISS ITALIA '95 16/17/18 JUNE - See David's article on page 8
or the CADWELL TRACK DAY/AGM 18/19/20 AUGUST - See page 10

Road Tester's Gems No. 3

Everything about the Gilera, from the styling to the finish to the instrumentation to the fittings and finish spells class and integration

GFR - Which Motorcycle ?



Why it's Nigel 'STOPPIE' Windys !

T- SHIRTS

The Mike Riley design has sold out, but if good originals of the various logos can be obtained we hope to come up with a new design.

GILERA NETWORK LOGO

STICKERS

These should be ready for the end of June , but after the mugs no details until they are definitely ready !

MUGS

Hoping for delivery at ITALIA '95

T.T. Meeting

Gilera Network TT Meeting 1995

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.

The GeN ISSUE #6

Whats coming in the next issue

- NordWest Frontier - Team Gilera hill climb news
- More Faults and Fixes, Feedback
- TT diary
- Classics corner - please send me a photo of yours !
- ITALIA '95 and Cadwell Reports
- More 'Road-tester's Gems'
- Your letters PLEASE !
- AGM minutes and accounts