

# Editorial

Firstly, for those not present at the AGM, the important announcement that Geoff Duke has graciously accepted our invitation to be Patron of the Gilera Network. He will be receiving the GeN from now on and has also been supplied with a full set of back issues. We hope Geoff will find them interesting reading.

Membership is comfortably into three figures again and given the steady trickle of enquiries looks set to climb to at least the 130+ mark. You will see from page 7 that Alison and I are looking forward to a 'happy event' in January. I suspect this may affect the number of hours I can spend glued to the computer (never mind tinkering in the garage) so I could do with some assistance in handling the membership records whilst I concentrate on editing 'The GeN'. See page 22 for more details.

Raymond Ainscoe's suggestion for a Gilera parade at the Bob McIntyre meeting at Knockhill next year (see page 19) presents a wonderful opportunity for a gathering. We hope to have a firm date in GeN#11.

Following the AGM we have a new Treasurer. Many thanks to Steve Todd for keeping tabs on the cash over the last year, and a warm welcome to Andy Wallington who takes up the post.

The increase in the number of letters and articles I received for this issue was encouraging, but don't rest on your laurels - keep them coming.

Following a visit to a Morini Riders Club camping weekend at which I sat in on part of a committee meeting it looks pretty certain that next year the Cadwell track day will be more officially a joint effort with us underwriting a proportion of the financial outcome. Early confirmation of the date is being sought, so watch this space.

## ITS ALL ABOUT OIL

Time was when you had thin engine oil for winter, thicker for summer and very thick for the gear box. And if you had a two stroke you put castor oil in with the petrol. But that was when lads had long hair, we listened to proper music and you always got change from half a crown. Now there is an endless selection of oils to choose from and it seems as if there are several options for every job. Which is best? And most important which should be in your Gilera?

### HISTORY

As oil gets hot it gets thinner and it may not lubricate as well. So the oil companies made oils that worked well at high temperatures and oils that worked well at lower temperatures for winter use. Next step was to make an oil that you could use all year round. Enter the multigrade, an oil that was thin at low temperature but carried on working well at high temperature. Oil technology was not the only thing that was improving. Engines were producing more and more power and being built to finer tolerances. Oils had to perform even better if the new engines were going to last. Don't forget that the Gilera Fours were as fast as it got in the 50's and by 1956 the 500 was only producing 70 bhp. By 1970 the Honda CB750 was making about 70 bhp on the road. Now 100 bhp 600cc road bikes are expected to be totally reliable for thousands of miles. Oil has to work hard to keep up. We have a exotic array to choose from. The labels say: Mono Grade Multi Grade Vegetable Mineral Semi Synthetic Synthetic based Fully Synthetic And when you read on it says "Specially formulated for high performance 4 stroke motorcycle engines" or some such thing. Even when you have read all the labels and all the leaflets you probably still do not know which is best for your engine, most of them sound as if they may do. Manufacturers of spark plugs recommend specific plugs for each engine but it is not that easy with oil, your hand book probably recommends only one brand and one particular oil, chances are it is not on sale in your local shop. There is not a lot of point me explaining every type of oil; if you really want to know; go to Halfords and read the leaflets. A

general rule is: The higher the number the thicker it is. People often refer to this thickness as the "weight" of the oil, light weight is thin etc. Here are some important things the leaflets do not tell you.

### 4 STROKE ENGINE

Do not use high tech car engine oils in a bike engine. Bikes have wet clutches and the engine oil goes through the gear box as well (cars don't). That is why you get engine oil "specially formulated" for motorcycles, it has very different properties to car oil. Silkolene have done tests and they do not recommend fully synthetic oil for a road engine with a "sprag" starter clutch. Use Synthetic based or Semi Synthetic. Synthetic oils are so good they should never be used for running in. Use a good quality Multi grade of the recommended weight. If you start using a Synthetic in a high mileage engine it will clean out all the accumulated rubbish and clog the filter so an early oil & filter change is needed the first time. Use traditional oils in older engines. That's what they were designed for.

### GEAR BOX

These oils seem to be graded the same as engine oils. They are NOT. There are different types of gear box oil that are very different but sound as if they should be the same. Confused? you should be. "EP" (extreme pressure) gear oil is often called Heavy gear oil. Very different from Light gear oil. Those letters EP make a very big difference. A thin oil may mean that insufficient is thrown to the top of the box or it does not stay in a bearing long enough. A thick oil may mean it can not get into small oil ways etc. So use what the book says and when you buy oil read the label.

### TWO STROKE

Vegetable (Castor) oil is a very good lubricant but can cause varnish to build up and also clog ports, pipe and silencer. Best left alone unless you know what you are doing. Traditional Mineral two stroke is OK for traditional two strokes but not the thing to use in high performance injected engines. Villiers style two stroke made a lot of

smoke and carboned up because they used a lot of oil. 20:1 was typical. Modern injected engines can use the oil much more efficiently so run at much lower mixtures (50:1 is typical). So little oil means that it must be top quality. Read your book and use what it recommends. Semi or Fully Synthetic is normally recommended for pump injected engines such as the GFR. It costs more but is a very good investment. The late Gilera two strokes are high tech racing engines so please treat them as such.

### GENERAL POINTS

Oil from Petrol companies will be different to oil from Oil companies. A Petrol company cracks off the petrol then designs their oil from what is left over. An Oil company designs it's oil from the raw materials they can buy in. The best oils tend to come from the well known independent oil companies like Silkolene, Rock, Morris etc. If they are going to compete they have to make a good product and their reputation rides on just one thing: the oil they produce. The recommendation for the distance between oil changes is based on "average" use. If you do a lot of short journeys or use the engine infrequently it will collect a lot of condensation which degrades the oil so change the oil more often.

### FORK OIL

Fork oil ranges from SAE 5 (extra light) to SAE 30 (extra heavy). The weight of fork oil from different companies seems to vary slightly. An SAE 5 from one may give the same feel as an SAE 10 from another. Like I have said before "life is just never that simple". Changing the quantity will not change the damping, it will change the spring strength. The air in the fork leg is compressed as the wheel moves up so it adds to the spring strength, the more oil you have the less air there is to compress so the stronger the spring effect. But don't forget the increased air pressure will put extra strain on your fork seals. Use the recommended quantity. Change it every couple of years or when recommended..

### HYDRAULIC FLUID

This stuff is Hydroscopic (absorbs water) so it

deteriorates with age. It is designed to absorb water so that condensation can be cleaned out of the system rather than being left to build up and corrode things. Change it every couple of years or when recommended. Do not keep opened bottles for more than a couple of years and make sure the lid is on tight. If in doubt throw it away. If you put an opened bottle on the shelf write the date on it. Always use the recommended specification. Some are for natural rubber seals and some are for mineral rubber. Use the wrong oil and all your seals will fall apart. Then NO BRAKES. So if the book says use DOT 4 that's what you use. Do not mix different brands. Do not top up with what ever is available. If you cannot match the brand or are unsure change the lot.

## CHAIN LUBE

EP heavy gear oil is good for all chains. Use little and often. Do not use "heat in a tin" type chain lube (Linklife etc.) for O ring chains, the heat will damage the rubber O rings. Some spray lube is not suitable for O ring chain so read the can carefully before you buy it. Only use it if it clearly says "Suitable for O ring chain" The oil used in automatic oilers is normally Chain Saw oil, you can get it in mower shops and garden centres. It is thin and very sticky, it works its way through the links and when dirt sticks to it, it gets thrown off. If you use an automatic oiler do not use other lube as well, the auto lube will throw the other lube off and it makes an awful mess. All lubes will end up making a mess, some more than others. Personally I would sooner clean my bike than pay out for chains and sprockets. The golden rule when lubing your chain is do it often and use the lube sparingly.

## GETTING RID OF OLD OIL

Never put oil down the drain or pour it on the ground. It will soon be in a river killing the fish then in the sea killing the fish, and before long it will be in the water coming out of your tap..... Store your old oil in empty oil containers until you can take it to a local recycling centre. To find your local recycling centre, look in your phone book on the pages for your local authority.

## WHICH OIL TO USE IN YOUR GILERA

Engine: Nordwest, Saturno, RC600 etc. 10w/40 semi synthetic GFR & other 125 power valve models. Synthetic two stroke Gear box: GFR etc. 15w/50 is recommended but 10w/40 will be fine for all but the hottest weather. Forks: Nordwest: 10w/40 engine oil. 350-400cc in each leg Saturno: SAE 7.5 (mix 5 & 10) 150mm air gap (see article below) RC600: SAE 10 - 15 470cc in each leg. Please can someone tell me what grade is best. GFR: SAE ?? 400cc in each leg. Please can someone tell me what grade. Brake fluid: All Hydraulic brakes on Gilera's use DOT 4.

## OILING YOUR CABLES

Clutch and brake cables used to need oiling regularly with engine oil. Modern cables are nylon lined and will work for ages with no attention. When they start to get stiff, lube them with WD40 or similar. Bike shops sell cheap clamp on gadgets that work with aerosol lubrications, very quick and easy. Speedo cables may be nylon lined, if they are you should be able to see a plastic tube round the inner cable if you look at the end that goes into the clock. Disconnect the cable at both ends, pull the inner out and clean it with WD40 also spray down the outer, now leave the WD40 to dry otherwise it will end up getting in the clock. If it is not nylon lined pull the inner out and clean it with a solvent, once it is dry lightly grease it all the way from the bottom to within about two inches of the top. If you grease all the way to the top grease will work up into the clock.

## SATURNO FORKS

Andy Wallington and I have both invested in WP fork springs for our Saturnos. The springs are dual rate direct replacements for the standard single rate units. They are very good but at £90 a pair I am not convinced they are worth it. I did not notice any difference in the ride until I started going quick through corners, then I became aware of improved stability, the bike seemed glued to its track. Andy thinks his bike is more stable at speed and less prone to try and get into a tank slapper when it goes over bumps, don't forget that this is a very quick 50bhp bike and Andy has had it getting a bit scary a few

times. Possibly more important than the springs is the oil. WP recommend 7.5 weight oil and an air gap of 150mm. This seems pretty good to me but Andy has gone for 5 weight rebound damping and thinks it is better. A bit of experimenting with your oil may give some improvement. Here are some tips for changing the oil.

1. Make a cardboard plate to protect the disk when you drain the oil.
2. Work out how you are going to support the bike front and back. Axle stands under the foot rests and a car jack under the front down tube will work.
3. Support the bike and remove the fork top nuts, they will be under slight spring pressure so beware and put something on top of the tank just in case.
4. Pull the spacers and springs out. Take the opportunity to check the springs, they should be 420mm long. minimum length is 415mm. Spacers should be 55mm long.
5. Have a large container ready to catch the oil and remove one of the drain plugs. You will need to pump the forks up and down to expel all the oil. replace the screw and repeat on the other leg.
6. Lower the front of the bike or block up the front wheel so that the forks are fully compressed and slowly fill the legs till the distance from the top of the leg to the oil is 150mm. Use a piece of wire or whatever to measure and remember it is **easier** to put the oil in than get it out so take your time and keep checking.
7. Pump the forks a few times then measure again, you will probably need to top up a bit.
8. Fully extend the forks. Springs and spacers back in, (springs have narrow end at bottom) then do up the top nuts. **JOB DONE.....**do it again in a couple of years time.

## NORDWEST FORK SEALS

Just a reminder. Early Nordwests had thick fork seals that are not available anymore. When you change these seals you will need to use the later seals and the spacer that goes with them. Bob Wright can supply both. For a list of alternative makes of seal look in GeN # 9.

## RODAN SILENCER FOR THE NORDWEST and RC600

At our Cadwell track day Bruce Mackie's silencer decided it had reached its "best before" day. A hole appeared in it at just the right place to blow hot air on to his electrics and fry a few bits. So the rest of you had better take that as a warning, keep an eye on your silencers. And now the GOOD NEWS: Mike Riley has commissioned a stainless steel silencer for his Nordwest, he has just fitted it and it looks good, sounds good, fits without modifications and you can buy one for £160. It is not the same shape as the original but the internals are based on the original so it does not upset the carburation. It is hand made, all stainless and it is B.S.stamped. This does not mean that it is tested and approved, it means that it is manufactured to an approved standard by an approved person. I have seen it and heard it, and I do not think that you will be disappointed. Most of the after market silencers we have come across are sports orientated. This one is a serious road silencer and I think it is the best option available. If you are interested contact Mike on 01332-722736. Nice one Mike and thanks for offering to get them made for other members.

## MOTOR CYCLE SHOW OPENING PARADE

Here is a chance to get into this year's motorcycle show for FREE. On the opening day of the bike show they organise a parade of bikes that goes through Birmingham centre and out to the NEC. All you have to do is turn up early and you ride with about 300 other bikes non-stop right through Birmingham, escorted by the police who are stopping the traffic etc. What you get for your trouble is a badge and you get into the show on press day for free. If you can get there on Thursday November 7 you should send a 9x4 SAE as soon as you can to: Dennis Bates, 53 Pickhurst Park, Bromley Kent, BR2 0TN.

## FOR SALE

Quite a list of bits for sale this time, so if your bank balance is looking good read on.....

I have two almost new Pirelli MP7 110x70 (original Saturno fronts) both have been on a bike but are unmarked. If you want one or both give me a call and make me a small offer.

Andy Wallington has a pair of Tarrozzi rear sets for a Morini. These will fit a Nordwest if you make up mounting plates. Nigel Lee has done it and they look really good. Phone 0181-693-3550.

John Luckman has a brand new unused Saturno silencer for sale at £100 (that's half price) Phone 01444-245288

And there are always BADGES: Embroidered Gilera logo badges 2 1/2" x 3 1/2", gold circles on black or red. £2.50 each. Enamel badges of Nordwest in two tone Blue. £2.95 each. Rectangular Gilera lapel badge, gold on red. £0.50 each. Phone Dave Champion 0171-639-3466.

## TOOL HIRE

Just a reminder that if you want to borrow a special tool give me a call to make sure the one you need is available, then send me a cheque for £30 (made out to D.Champion). I will send the tool by recorded delivery and I will bank your cheque. When I get the tool back (recorded delivery please), I will refund your £30 less the cost of posting to you, plus £1 for club funds. 0171-639-3466.

## MODESTY

A conversation overheard after the Cadwell track day. The names have not been changed to protect the innocent.

Andy: What have you done to your Nordwest to

make it go so quick?

Robin:.. Nothing it is totally standard, I guess I must have a good one.

This is the second Nordwest that Robin has owned, the first one must have been a good one as well because it did seem to get about rather quickly. But wait a minute: could it have something to do with the pilot?

## CONGRATULATIONS

FOUR Network members are expecting a "happy event" within a few months of each other. I am sure you will all join me in sending congratulations and best wishes to: Alison & Pete, Chris & Benjy, Claudia & Jeff, Julie & Mike How come so many Network members are enlarging their families? Could there be a connection with riding a Gilera? Do Gileras improve male virility? I have said male virility because Claudia had several years safely riding a Saturno, but within a couple of months of Jeff getting a Nordwest there they were in Mothercare looking at prams. I have heard many theories about the possible causes of pregnancy but none have ever mentioned Gilera before. Maybe it is time for new research. Does anyone know a sidecar shop that gives discount for bulk purchase? We had better start thinking about Family membership and a junior page in the Gen. Should the children of GeN members be called Genbino's?

† David Champion

Robin Sims modestly getting his toe to the tarmac at Cadwell

## SATURNO CARBURETTOR MODIFICATIONS

While checking the Saturno on a dyno with an exhaust gas analyser we found that it was running too lean under about 4000 rpm. This has two causes:

- 1) The needle used (K4) is too lean
- 2) The vapourisation of the petrol is not enough.

Problem 1 is solved by using a K7 needle instead of a K4. The K7 is put at its lowest position. The K4 and K7 are exactly the same

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### SATURNO CARB MODIFICATION

..... Continued from page 7

needles except the K7 starts with 1.25 mm whereas the K4 starts with 1.50 mm.

Problem 2 is solved by a higher collar in the venturi. This collar sits on top of the gas tube and sticks out into the venturi ( the hole in the carburettor) where you actually see it. You can't buy them from Dell'Orto but the Dutch Dell'Orto importer makes them themselves. The collar can be tapped out once the needle holder is removed (screwed out).

The Saturno now pulls cleanly from 2500 rpm and arriving in cities is no longer a problem. The K7 could be a bit too much for a totally standard engine, so if you are using the original air filter and exhaust I would start with raising the K4 one position and inserting a high collar. I had to de-activate the accelerator pump myself by removing the lever inside the carburettor. This made the fuel consumption a bit better as well. I can't feel any difference in acceleration with or without the accelerator pump.

Before this modification I could not ride the Saturno in fifth gear below 120 KPH, at the moment I can go down as low as 90. Also the big gap felt by many owners when changing from 4th to 5th has largely disappeared because the engine now pulls better at lower revs. [ see page 21 for how to obtain a suitable 'collar' - Ed.]

† Jeroen Baack



## Cadwell Capers

Having missed the '95 Cadwell Track Day and Gilera Network AGM, I along with my ever helpful pit crew (thanks Mairi) was determined to make the 700 mile round trip this year's gathering. Booking in advance and hiring a van ensured I could not back out. Now -- What is everybody else's excuse? Finances and commitments aside, there really is none.

Maybe it helps to explain exactly what the track day ( or Tutto Gas Practice Day as it is called) is all about. For those of you that have never been to one, either ours or another, then let me state that ours is exceptionally well run, safe and inexpensive. Quite frankly it is difficult to imagine where else you could sample a circuit for £45 in such delightful surroundings (not to mention the company) and I may add without loads of nutters which I imagine is now the case at such events as PB's Frenzy. Although even that, when I went a few years ago in Scotland, was OK However the bikes were not well matched. Not much point in sharing a track with widely ranging riders and performances.

At our day there are choices of riding groups. Slow, medium, fast, Gileras only, Morinis only and all-comers. Space, matched machines and riding skills eases any worries about bumps and scrapes. There was only one off during the day and thankfully the guest on the Kawasaki KRIS was OK. His pride and joy being slightly damaged but nothing that was terminal for bike or rider.

The value for me, was being able to ride at any time from 10 am to 5 pm at whatever speed and frequency I chose. Thanks to the Morini Riders Club, the numbers are not excessive. This means

that the track is not crowded. In fact you can choose to ride around on your own or in a group as there is that much space available. That brings me to another point -- The day was reasonably attended, yet another 15 or so would ensure the books balanced. One of the problems for the Morini guys running the event is to strike a balance between sufficient equally matched bikes and enough numbers to break even or make a slight profit. A difficult juggling act as with the passage of time there are less Morinis in service to be run around the track, yet too many bikes would make the circuit crowded. Come on Gileras you are needed at this event! Without us I doubt the event would exist. That works both ways. Let me reassure those of you that imagine our track day is an all out blast to massage egos and prove whose machine is the fastest. It's not -- it's about safe enjoyment in managed surroundings. OK, if I've got the message over then here's how it happened.

Modern and old Gileras were represented. The old being Raymond Ainscoe's bikes, not the man himself, although I did detect slight hair loss from the last time we met. Must be all the worry about which bike or bikes to bring from his stable! Only teasing Raymond, it is wonderful to see the glory days represented. A single and a 300 twin. Now what about borrowing a Gilera 4 next time, and a wee spin on Mick Noblett's TT prepared Piuma would be nice.

There were four modern Saturnos. Beth Davidson riding very smoothly on her standard Saturno replete with smiling face headlamp protector. Grin factor 10. My Nordwest-engined Saturno, now in true cafe racer style with no fairing. Andy Wallington with his well ridden Nordie-engined Saturno. This must rank as one of the best worked Saturnos around. Some 50,000 km to date. When not putting his knee down at Cadwell, Andy can be found showing

folk the way around the Nurburgring. OK I lied, some folk are quick and quickest of all at the "practice day" was Ian Calvert on his Piuma spec Saturno. Ian is modest and claims it is all down to his sticky tyres. I doubt it. His corner speed is very high and he's smooth. Eat your heart out Foggy. Now if only I could stay with him to learn his lines! Even a guest 916 was= struggling.

Pat Sproston flew the flag for the GFR camp. Do you ever stop smiling Pat --Is there something about GFRs we don't know? Here's a man with the Gilera bug bad and a stalwart who I hope

### John Rushworth on his immaculate Nordturno at the MRC Cadwell Track Day

gets another GFR to share the track with next time.

One Nordwest owner fooled us all by not bringing it -- Hmmm! When the only machine to pass me on the brakes had the ring ting ting of a two stroke, I knew that ring in my ears was also a ringer on the track. Chris Shuff on an MZ 250 - (read slightly modified MZ) - is an accomplished rider so maybe that had something to do with it. Well that's what I'll keep telling myself. Great value Chris and shows what can be achieved. Haste ye back and reveal and embarrass all?

Nordwests -- There was Pneumatic Pete on his pumped up Nordwest. Not to be left out of the fun by a leaking head gasket which was pressurising his extremely grumpy 604 Nordie

hillclimber, Pete discovered after 15 minutes of riding he could simply attach a bicycle pump to his expansion tank and push the coolant back into his radiator and continue riding for a while. Quantifying his coolant level against time was a measure of his lap times. Coolant going up equals lap times going down. The pump came out more toward the end of the day. Hugo Wilson, Bruce Mackie and Claudia's Geoff all lapped consistently enjoying standard Nordie smoothness, something us CR carb types seem to miss. How many other stock bikes can be so much fun? Brakes, style and rarity.

That brings me to Nigel "Stoppie" Windys. What an entertainer. Not content with showing folk how, on his Hillclimb Nordwest, his Supermotard Honda CR 500 proved you don't need a 916 or EXUP to massage hormone levels and have serious fun. Controlled two-wheel slides into the hairpin and wheelies and stoppies when the track was clear at the end of the day showed what can be achieved with skill and practice. Must have been something he had for lunch. Oh! and that too is thrown into your track day price and is good value. Nigel and lunch that is.

All in all a wonderful day. Magic Morinis and Glorious Gileras. How about a continental contingent next year along with some more UK members?

Many thanks to the organisers, the patient scrutineers, on track photographer, catering and track staff, Paramedics and the RAF. How on earth did you arrange the finale triple Hercules fly past with such timing?

† John Rushworth

# A.G.M

## Minutes of the Gilera Network Annual General meeting held at the Blue Bell Belchford Lincs. on 21 July 1996

The meeting opened at 11 am(ish) with 16 members present (eventually).

### Apollogies for absence

Claudia Crutwell, Geoff, Nigel Lee, Benjy Straw, Steve Todd & Nigel Windys.

At this point the secretary had the pleasure of informing the meeting that Geoff Duke had agreed to be Patron of the Gilera Network and conveyed Geoff's best wishes to the members.

### Minutes of the last meeting

Ian Calvert proposed and Mike Riley seconded that the minutes published in the GeN#6 be accepted as a true record.

### Chairman's Report

David Champion explained the reasons for the increase in subscription resolved at the EGM on 14 May. He noted that MCN had not included us in their list of clubs published recently ! The Secretary will endeavour to correct this omission and also get the Network included in the list published in 'Classic Bike'. A trip to the Sammy Miller Museum had been attended by three members.

He told the meeting that the Morini Riders' Club had made a loss on the Cadwell Track Day this year and had asked us if we would like to make it a joint venture in which the loss (or profit) would be shared. There was general agreement that this would be a good idea subject to a suitable proportion of the risk being agreed, bearing in

mind the relative membership numbers of the two organisations. The possibility that Aprilia riders could be invited was raised by Ian Calvert.

**Treasurer's Report**

In the absence of Steve Todd, The Secretary presented the accounts and made some comments on them. The cost of the advert for Bob Wright will need to be raised to reflect the greater membership and increased cost in producing 'The GeN'.

**Secretary's Report**

Pete Fisher reported that paid-up membership currently stood at 75 out of a an all time high just before renewal time of 175. Several bikes had changed hands and therefore a significant reduction in membeship numbers was to be expected. Several more overseas members had been signed up with a strong contingent in Holland.

**P.R.O.s Report**

John Rushworth explained what he had benn doing for the Network with World Wide Web pages on the Internet. He confirmed that the text of 'The GeN' is not available via this route. The pages had generated much interest in T-shirts and made useful contacts in Europe. He asked the Secretary to include the 'URL' of the G\_NET home page on the back cover of 'The GeN'. Andy Wallington mentioned that there was a lot of interest in Gileras in Germany with special parts available from dealers.

**Election of Officers**

The committee, with the exception of the Treasurer being willing to stand for another year, were re-elected without opposition. Andy Wallington was proposed as Treasurer by Ian Calvert and seconded by John Rushworth. The Secretary suggested that the posts of secretary and editor should be split. In the absence of any volunteers present at the meeting an appeal to be placed in GeN#10 (see page 22 !)

**Any other business**

The Chairman told the meeting how successful the BMF Rally had been for us. Piaggio had agreed to meet the cost of the marquee and several new members had been signed up.

Members asked about the current situation with respect to Gilera so far as Piaggio are concerned. David Champion confirmed that there were staff at the main factory dedicated to technical support on Gilera models and suggested that we should send them a set of 'GeN's. Otherwise, Piaggio are not keen on promoting Gilera so we are not likely to get any further financial assistance. However, he reported that there are still motorcycle engines to be seen around the Pontadera factory.

The chairman asked for feedback on 'The GeN'. Jim Coughlan suggested a single item listing all the known 'hints and tips' for a particular model, particularly the Nordwest. The committee to work up a FAQ (Frequently Asked Questions) sheet. A questionnaire on tyres and gearing was suggested. A list of dealers able to carry out servicing and repair was called for.

The meeting was reminded of the Forza Italia event soon to be held at Donington Park.

A vote of thanks was proposed to the Morini Riders Club for all their assistance.

The Secretary appealed for more items on 'classic' Gileras for the newsletter.

John Rushworth and Mike Riley to cooperate on the design of a new 'general' Gilera T-shirt.

The meeting closed at 12.45.

**GILERA NETWORK ACCOUNTS FOR THE PERIOD 1/7/95 - 30/6/96**

<u>INCOME</u>	<u>£</u>	<u>EXPENDITURE</u>	<u>£</u>
Subscriptions	111.03	Photocopying	229.88
Sale of stickers etc.	25.55	Postage	260.50
Advert (Bob Wright)	30.00	Stationery	121.56
GEN back issues	82.00	Donation to MRC (AGM)	50.00
Donations	26.90	BMF Subscription	120.00
Mug deposit refund	10.00	Insurance	112.00
Bank interest	6.82	BMF Rally stand	69.33
<b>Total</b>	<b>1292.30</b>	<b>Total</b>	<b>963.27</b>
 <b>Surplus</b>	 <b>329.03</b>		
 <b>Cash in bank</b>	 <b>688.90</b>		

**FORZA ITALIA -  
VIEW FROM A NORDWEST**

**THE PLAN**

I had had the regulations for Forza Italia in my hands for a couple of weeks. They definitely stated that there would be a Sound of Singles Class with an 'A' race for qualifiers and those hoping to score points towards the national championship, and a 'B' race for non qualifiers and also-rans. With the Nordwest being a bit slow by national singles standard, I entered the SoS race on the assumption that I would qualify slowly and therefore run in the 'B' race.

Being a salesman for Market Motorcycles, I persuaded my boss that it would be good publicity if I entered an Aprilia RS250 into the High Speed Trials (timed track time for Italian road bikes) that was being run as part of the event.

**THE PREPARATION**

In the two years that I have owned my Nordwest, it has remained basically standard, the only modification being a 'BORA' silencer. Time to get serious. With absolutely brilliant timing, Nigel Windys rang me (thanks Pete) offering a pair of Keihin

33mm smoothbores. Straight off Nigel's NW, these were all ready to be fitted to my bike after rearranging the battery box. Jetting was sorted apart from going up a couple of sizes on the main jets to allow for the different silencer.

Unfortunately, planned for engine work failed to materialise when Mike Parry from Race Tecnic had to take an enforced lay-off. As Mike has come very highly recommended to me, I am a bit loath to go anywhere else. Oh well, I'd just have to make do with what I had.

Having raced the NW a couple of times, ground clearance had become a bit of a problem and was slowing me down in corners. Therefore, also on the list of 'things to do' was to fabricate a set of rearsets. I purchased the last set of Tarozzi universal rearsets in the country, and set about manufacturing mounting plates and linkages. Considering they are still in a prototype stage I'm quite pleased with the way they have turned out. The final footrest position is about 75mm back and 50mm above standard and are still quite comfortable. A second-hand nose fairing was bought from David Champion, and local Speed Triple racer David Wood filled the headlight aperture and painted it matt black as a backing for race numbers.

I hadn't really considered changing the tyres that were fitted at the time. A Dragon Corsa front and

soft compound Hi Sport rear had never given any problems. But two things changed my mind. Firstly, by way of a shake down test, and to remind me what a race track looked like, (up until early August I hadn't been on a race track this year) my wife Karen and I went to Three Sisters and took in a club meeting. A third and fourth in the open singles class were very satisfying. However, the last couple of races did show that the tyres were perhaps past their best. Secondly, and the fact that convinced me to change the tyres was a visit by Steve Allen. Steve runs the Sound of Singles register and was also racing at Forza Italia in the SoS class. He had popped into Market Motorcycles to have SLICKS fitted to his wheels. The penny finally dropped. Forza Italia being a full national meeting, racers are allowed to run slicks. And there was me thinking of racing on not much more than a pair of road tyres. A quick flick through MCN netted a pair of brand new Michelin cut slicks for ninety five pounds.

Whilst the bodywork was off, the NW went on a diet. Anything that was surplus to racing requirements was removed. Items left in a box include switchgear, horn, fans and lights. We were ready, and with a whole day to spare.

#### THE EVENT

When the confirmation of entry dropped through the letter box, there was no mention of a 'B' race for the SoS class. A quick chat with Steve allen confirmed that due to lack of entries there would be only one race and if you didn't qualify, you didn't race. Therefore, if I qualified, I'd be out racing with Scott Smart, Alan Cathcart etc. with their semi-works machinery. Oh dear !

I therefore decided that if I qualified poorly e.g. last, or on the back row of the grid, then I wouldn't bother racing. The last thing I wanted to be was a mobile chicane for the quicker boys. Anyway, the Market Motorcycles van and caravan were packed and off to Donington we went.

Having only ever raced at club level before, qualifying was a new experience for me. Rather than racing against other competitors, you are racing against the clock. Put another way, how fast can you go ? The very first practice session was for the High Speed Trial, so I went out on

the RS250 and reacquainted myself with the track. I had borrowed a set of tyre warmers so although the tyres on the NW weren't scrubbed in they were at least hot. When the SoS riders were called for the first qualifying session I was as nervous as hell. Karen said that she had never seen me go to the toilet as often as that morning !

A sub 2 minute lap had been my aim for qualifying. Early pit boards were showing 2.05, 2.04, 2.03, 2.04 etc. After about five or six laps I managed to find some clear track. then the times dropped. 2.01, 2.00, 1.59. Cheesy grin time. I returned to our garage (a bargain at only £10.00) very happy in the knowledge that I felt that I could go perhaps a second a lap quicker. The official timing sheet showed that I had actually put in a lap of 1:58.44 and was lying 24th out of 33. Even bigger cheesy grin. then I looked at the time set by pole sitter Scott Smart. 1:43.76. Hmm. Sort of puts things into perspective really. Anyway I was happy.

The second session was fairly uneventful with me circulating at about 2:00 pace. I managed to persuade the pit board to show me a 1:58 at one point which related to an official 1:57.42. With this extra second a lap I managed to leap-frog a whole place in the final qualifying table. Still, 23rd out of 34 on a fairly standard NW wasn't bad I thought. This meant that I'd be starting from the sixth row with two rows ( and a Ducati Supermono ) behind me.

The race was due to start at 2.00pm on the Sunday. Unfortunately, several hold ups in earlier races meant that we were eventually called to the holding bay approx 3/4 of an hour later. This, plus the sight of threatening clouds played havoc on the nerves. Many trips to the toilets meant that once again I would see Karen very rarely in the morning.

In club racing, when you are on the start line and a man with a Union Flag wanders into sight, or a red light should happen to flicker on, all hell breaks loose as most racers see this as the start of the race. If you see a green light you're too slow and will probably be last off the line. In national racing this doesn't work as the threat of ten second penalties, or even exclusion, prevail.

I was keen. I was very keen. I was too keen. The red light came on and I was off. As soon as I realised that the man waving a red flag and shouting 'Get back' was directing his attentions at me, I braked and started back pedalling to my grid position. As I was doing this the lights turned green. I wasn't last off the line but was certainly towards the back of the pack as we headed into Redgate, the first bend. With 12 laps to go I decided to get my head down and to make the most of the situation. Between Redgate and Coppice - the twisty section - the NW's speed was quite surprising. I could make ground, and even pass people, on this section. However, it was between Coppice and the start/finish straight - four straights linked by either hairpins or chicanes - where things became a bit trickier. Fortunately, if I was passed on a straight the NW's strong point, its brakes, could usually be relied upon to claim the place back. Steve Allen came past on a couple of occasions but there was no way that I was going to be out ridden by a part time racer in his fifties. On the fourth lap Karen put out the pit board showing me in 24th position. Singles have a fairly high attrition rate and I was beginning to think that a top twenty place was on the cards.

On the sixth lap someone crashed exiting McLeans corner and the race was red flagged. There was to be a second six lapper with the first race results declared void. One blisteringly fast warm up lap later and we were ready for the off once again. A better start this time saw me at least in the tail of the pack as we flew into Redgate. A fairly uneventful race was once more red flagged, this time after four laps. A result was declared. I finished 19th out of 20 finishers after scrapping with, and eventually beating, a Ducati Supermono ( tee hee ! ).

For the record, I brought the RS250 home in third place in the High Speed Trial after qualifying it fourth, and picked up a Gold award for completing 11 laps in the twenty minutes allowed. Ian Calvert was also out in the HST on his Saturno, and he too picked up a Gold award after finishing 9th despite a spongy front brake and a blown fork seal.

Well, what a weekend. My first ever national and I don't think that I let the side down. (That may be a slightly biased opinion). From my experience at Three Sisters and Donington the NW definitely

suits the tighter circuits, but I won't let that stop me racing at faster venues where beating even one racer can be such fun.  
Roll on Forza Italia '97.

✚ Nigel Lee

#### **FOR SALE: MICHELIN 160/60 HI-SPORT VIRTUALLY NEW**

Approx 500 Km's - 5 mm tread across the full width. £80 - Ian Carr on 0151 644 6236  
[NOTE - NO USE WITH A METZELER FRONT]

#### **RODAN STAINLESS STEEL NORTHWEST/RC 600 SILENCERS**

See page 5 for details of these units which can be made for about £160 - contact Mike Riley on 01332-722736.

#### **NORTHWEST FOR SALE**

### **FOR SALE & WANTED**

If anyone is still looking for their Nordie the Secretary can put you in touch with a non-member who has one for sale.



# 'G - Mail'

## ☞ Stefan Aeschlimann

Some lines about my Nordwest. After two years looking for a Nordwest, I found last November a new one at a small Piaggio dealer in central Switzerland. I think, that I got the the absolutely last new one !

During the winter I made some improvements, especially to the body work to avoid cracks. Since March I have used my Nordie almost every day, because I don't own a car. My first impressions at 2000 Kms are: Powerful engine, super frame and an outstanding look !

..... Now I have over 5600 Kms on the speedometer of my Nordwest. Even rainy holidays in Belgium gave no problems ! The only trouble I had was that the rear brake didn't release properly and the rear wheel went very hard to turn. This happened during passing through a town with many stop-and-gos. After the brake cooled down, I could continue as usual. I guess that dirt in the brake cylinder caused the problem (my Nordwest was standing during two and a half years unsold at the dealers)

Here in Switzerland you can see quite a lot of Nordwest's. Saturnos are not so often seen. The prices for spare parts are very high too. For example I paid for an original oil filter 40 Swiss francs (about 20 pounds)!

## ☞ Rob Bushill

Thanks for an interesting and informative magazine, it has proved a useful source of information since acquiring my Nordwest a year ago.

If I can impart my own little bit of advice to other owners, firstly get a head job from a professional, Stan Stephens can be personally recommended. Secondly, do not go with

organisations whose staff have not had previous hands on experience of your machine and lastly, get a large tube of nut lock.

These three little pearls of wisdom imparted upon purchasing my Gilera would have saved a lot of heart ache and provided a little more of a thrill a little earlier.

Nevertheless, a good motorcycle and good owner's club.

## ☞ Phil Adams

I was interested to read about the screw thread on the petrol tank. Mine split on the NW after a couple of years and was fixed with epoxy resin - three times in all, although the last time was a few months ago. It also helps not to overfill the tank as any petrol splashes will swell and weaken epoxy resin. Still annoying though, but I can live with it.

The cooling system does seem to be a major problem - my NW had a head gasket coolant leak ( the expansion chamber filled up ) and the RC developed a leaky radiator ( expansion chamber emptied ) although both were repaired under warranty after pestering Ken's Motorcycles of Newcastle. Also the RH rear side panel developed a crack around the bolt hole on the RC and I've been waiting nearly a year for a replacement. In the end the old panel was plastic welded. I sympathise with Pete Myers as panels must be hard to come by.

I tried following the advice on Starting Gileras, but couldn't undo the carburettor drain bolt ( without further work removing panels, etc. ) so simply drained out old petrol by undoing the hose clips, polished the spark plug with some emery paper, charged the battery up, and both bikes started after a few presses of the button on full choke, without touching the throttle. I've also found that the replacement plugs for the Champions after dealer servicing were a pain to remove - the only tool I find that fits is the 12 mm spark plug remover from Halfords - shaped like a hexagonal box spanner with a removable handle - take the handle off and use a long screwdriver to obtain leverage to undo the plug. All the other box spanners and spark plug

removers are too big to get down the hole. [ I have a 'double ended' "Melco" spanner which works OK if you discard the handle and use a screwdriver or tommy bar - Ed.]

## ☞ Chris Aldridge

I bought my Nordwest in early April, a few days after passing the Part 2 test. I had seen a few old road test reviews, and when one turned up at the local dealers I had to have it. As a post-learner bike it's been perfect, not too intimidating, but with bags more performance and handling to explore as confidence increases.

I have had no problems cold starting so far - press starter, pull choke out gradually and it fires in a couple of seconds. Despite the previous owner Geoff Dawson's best efforts the exhaust silencer was finally on its way out, so I had a long journey down to Wales where Gazelle made a stainless steel one up in a day. It looks very attractive ( to me at least ), is slightly noisier than the original, and appears to have made no discernible difference to the performance. They even noise tested and B.S. stamped it ( M.O.T. test due by the 1st August !).

After reading the horror stories I had the timing belt changed at the 20 Km service. The belt appeared in good condition, certainly no damage visible to the naked eye. I'm about to change the tyres as there's not much tread left on the Hi-Sports, I'll be using Yokohamas on the recommendation of Bob Wright - will let you know what they're like.

Has anyone got any advice on rear wheel huggers - is there anything out there that will fit without too much bodging ?

## ☞ Mark Gracey

In the last two months I have got married, went on a honeymoon and moved house so things here are still a bit chaotic and to top it all me flamin' bike has thrown a wobbly again. A wobbly water

pump pulley to be precise. I was just back to work (SIGHS) and having a blast on the journeys there and back to my new house via some of the best 'B' roads in this beautiful country (YAY) when I went out for a spin one sunny lunchtime. I started my fickle little beauty up (YAY) and heard a very nasty noise (SIGHS). It seemed to be coming from the front left hand side of the engine. I switched her off and wondered if I offered her to the next passer by for a tenner would they be stupid enough to purchase. People must have read my mind or felt the negative waves or something because there was suddenly very few people about. I fired her up again and nursed her gently round to the nearest bike shop for a second opinion but by the time I got there the noise had stopped. A-ha ! thinks I, thermostat opens, less pressure on water pump and no more noises, must be the water pump. So I rode her home and took the van back to work. At home that evening I took off the belt cover and loosened the tensioner and waggled the water pump pulley ( as you do with these technical marvels ) and it did waggle like a good 'un. Phoned Jack Lilley's workshop who said that while they had no experience of water pump failure it definitely shouldn't waggle, how much for a new one sir ? Only £ 130.

I had planned to go to the track day and AGM but obviously my little love didn't fancy it. So here I am just like last summer sitting writing about my bike instead of riding it. Someone once said character in a car is directly related to the proportion of time you spend under it compared with in it, could this apply to bikes ?

I am pissed off to say the least. I love it, the look, the feel, the style and the ride but it is less predicatble than the traffic situation in Belfast in July (a little topical metaphor there) and I cannot really afford two bikes, maybe that old LC in my garage could provide an escape route, yes I have every confidence that a 15 year old 250 LC would be more reliable than my Nordwest. But enough doom and gloom.

Nice to see another member in our lovely emerald isle, welcome Sean, don't let my inane drivelling depress you, Nordies are just the cats knockers to ride and draw crowds anywhere you park up, just be aware of their fickle nature and you should be able to head most gremlins off at the pass.

If it ever stops on you for no apparent reason check the fuses. Another member from this side of the Irish Sea contacted me about a problem with his bike which we managed to solve. Stephen, I will get in touch with you about a run sometime, so it is nice to see the self-help tentacles stretching across the briny. And more of my plastics have cracked and broken, blast and botheration. This is it. This is her last chance, one more problem and it's the small ad's I'm afraid.

I have to say again re. tyres, try Bridgestone BT90's, £120 a pair, cheap and leg scapingly sticky. V-rated but why does a 50 BHP bike need Z rated tyres anyway, oh yeah and they're available, although not terribly hard wearing.

Oh yeah, my bike is not the first to munch a water pump, ask Stephen although I appear to have got off lighter than he ( bent valves via seized pulley and belt failure), so be warned !

Anyway as they say in Russia, Leningrad and I hope you all have a good summer, cos I'm not, Bastards (no offence).

One more thing, the motto, what about One for All and all for fun ?

[Hope things are not looking so gloomy for Mark recently. Have any other belt failures been found to originate from water pump failure ? Could be a side effect from belt slackness - don't forget David's advice on regular tensioner adjustment - Ed.]

## Nigel Morris

I am a lifelong motorbike junkie and have owned a great variety of bikes British, Italian, American & Japanese. One of my longest love affairs was with a Moto Guzzi 750-S3 which I owned for eleven years and modified extensively. Unfortunately when I moved to the Isle of Man she did not take too well to life over here and her highly tuned nature made her a right royal pain to live with. It reached the stage where I was coming back from a ride more frustrated than I set out. The bike would just be nicely getting into it's stride at 90 - 100 mph & then immediately I would have to knock it off for a

bend only to have to wind it up on the following straight. In retrospect I should have torn the engine down again and fitted a lightened flywheel. Shortly after we parted I found that I really missed having an Italian bike !

My first contact with a modern Gilera Saturno was in 1992 when our local dealer had a new one ( which was subsequently raced here on the Island ). It was love at first sight which tarnished when i was told the asking price. However four years later down the line it became affordable & I bought one earlier this year. First impressions were good. The riding position was certainly radical compared to the Harley. After a baptismal ride of 200 miles only twenty minutes after I first clapped eyes on it I was pleasantly surprised how comfortable I was. Most amazing was that there was no numb bum !

Having lived with her for a while she revs a bit freer with more regular use than I suspect she had previously had. I am still very happy with my choice although as with all things in life there is scope for improvements. I have decided that I do not like the Kph speedo. At first it was a novelty but I feel that the inherent high needle swings I had grown accustomed to were a contributory factor in my speeding ticket received while riding the Harley which has a mph speedo !

Does anyone know of a suitable white faced mph speedo ( correct ratio, please ) which I could fit as a replacement ? Are there any recommendations for sensibly priced replacement tyres ? [ see Mark Gracey's letter - Ed.] Finishing off my questions, what is the recommended grade of fork oil ? [see David's article on all matters oily in this issue - Ed.]

## Trevor Mills

Any way, I thought I better tell you a bit about my Northwest. It's one of the later models, with the Blue on Blue colour scheme, and came with stainless steel downpipes. I have had the Northwest for about 2 1/2 years, and have covered 13390 kms, without any major problems. So far I've replaced 2 rear and 1 front tyres, all Michelin Hi-Sports, and am going to need a new rear tyre very soon. (I'll probably

just stick with the Hi-Sport.) The chain was replaced last summer, and fitted on to the original sprockets. ( A chain and sprocket kit was ordered from Module Road and Race, but after a few weeks waiting the sprockets had not arrived, so I just got the chain and fitted it as the original was on its usable limit.) The battery was also replaced this winter, the replacement was originally intended for a Honda CX500. I have got some luggage, in the form of a Nonfang Topcase. The case was designed for mopeds so is quite small, only 32 litres, but is light, and easily fitted to the Northwest. The fitting plate can be attached to the Northwest by removing the 2 rearward allen bolts from the luggage rack, and getting two longer countersunk bolts and using the holes in the fitting plate bolting the plate to the luggage rack. The topcase then locks onto the fitting plate.

The next item on the shopping list is an exhaust silencer, I tried Quill who said they had made one Northwest silencer as a one off, but did not keep the jigs so had no plans to make any more [ see news of Rodan silencers on page 5 - Ed.]

Unfortunately I can never get to any of your IOM TT gatherings, even though I go to the TT. This is because of a pile of crap called the IOM Steam Packet Co. The only sailing from N.Ireland for the TT race week is usually on Mad Sunday. This year's sailing actually left about 1:00 on the Monday morning, maybe next year, if they improve the service !

## Nick Bell

This is my first motorcycle, having only passed my test last year. I bought the bike in March this year and use it every day to commute to work. It is 3 years old and has now done 15,000 Km. I have copies of all the GeN newsletters ( passed on by the previous owner ) and have read with interest the problems associated with these bikes. To date I have carried out the following jobs :

Changed cam belt (thanks to David for the loan of the tool and for the instructions). Changed the oil ( Silkolene Super 4 ) and filter ( Fram PH2874). New tyres - Bridgestone BT50 rear and BT56 ( changed to a 120/70) at the front. New speedo cable fitted - after I removed the front wheel to get the new tyre fitted, on reassembly, I mistakenly

routed the cable over the brake caliper, not through it. This stressed the cable and it broke about a week later. An electrical fault was traced to the two smaller wires on the starter motor remote switch, which had chafed against the frame. Petrol tank - filler neck:- thread cracked, but did not break off completely. I have used super glue as recommended in GeN#9, and so far so good.

Until recently, I had not experienced any of the starting problems discussed in the newsletters. Over a period of a week, the starting became more troublesome, to the point of having to resort to the 'gradual choke' technique. On inspection the battery was found to be in poor condition. This was re-charged and starting is as it was, first time, every time.

Thanks for the excellent club and newsletter. It is most informative for Gilera owners and particularly so for me, not having owned a bike before. I could not have considered buying a bike like this, with my limited experience, if such a club did not exist.

Questions: Any opinions on engine oil ? [ see this issue - Ed.] How do you remove the warning light bulbs in the instrument panel ? [Remove the nose fairing. Instrument binnacle is secured by three nuts - once the binnacle is free the bulb holders become accessible - Ed.] Is it possible to adjust the exhaust tappet (cam pulley side) with the engine in the bike ? [ I remove both cooling fans and the ignition coil before attempting to set the valve clearances. Even then you need patience and a suitable box spanner for the rocker adjuster nut. - Ed.]



## Classics Corner

**Bill Yasui** from Canada recently sent me more details and photos of his machines along with a road test of the B300 in "Cycle World" and some wonderful adverts for 1960's 125's. He writes:

"I haven't had much opportunity to work on my Gileras ( really could use spares and manuals from Bob Wright but have no luck communicating with him ) as work at my office and home have kept me very busy. However, I was fortunate to have a visit from Terry Mullen who came up from Bermuda on vacation. I met a couple of other Gilera owners in the vintage club I belong to; I never met them before as one is a Jawa/CZ collector and the other is into Bridgestones. Anyways, the Jawa collector had just acquired a 1957 172 Rossa Extra (which I was fortunate to see) like mine and the other has a B300 (yet to see) . Also, I'm arranging to ship up a 124 FL motor from California and am hoping to meet at a vintage race event an individual who races a 124 FL. I've been on the net with a racer in the US who owns a low mileage (something like 34 km) CX 125 - not registered so unsure about legal status in States and whether it could be moved across border into Canada and doubt if I could afford it anyways.

I hope that the advert copies show enough detail to illustrate the differences between the 124 FL which was the US-only model and the 124 Sport (and later 5V) which was more representative of Euro-spec Gileras. Primary differences were tanks (painted on 5V, chrome/paint for FL), handlebars (clip-ons for 5V, cowbars for FL), fenders (painted on 5V, S/S on FL), intake (velocity stack on 5V, filetr on FL), and forks (shrouded on 5V, gaitored on FL)."

The adverts make wonderful reading - some quotes:

"GILERA 124cc OUT-PERFORMS ANYTHING IN ITS SIZE, POWER AND CLASS. Go Gilera for the greatest ride on two wheels ! 'Crack of the Throttle', rapidly

responsive action takes you to 'sixty' in seconds - so fast you're almost soaring ! Then, with a burst of super-power, it really accelerates, climbing to - 65 PPH - 70 MPH and faster -"

"BUILT BY THE MASTERS OF SPORTCYCLE ENGINEERING MOTO GILERA, SINCE 1909"  
The specification and performance data make interesting reading:  
16 BHP @ 7,800 rpm  
Over 72 mph  
Curb weight: 205 pounds  
120 mpg @ 50 mph

Enduro Moped 4 speed 1974 on  
E-type Moped 4 speed 1976 on

The cover is a bit ratty but the contents are in good condition, so all interested 50 fanciers should contact me to arrange for a copy.

✚ PSF

**Raymond Ainscoe** has reminded me that next year sees the 40th anniversary of McIntyre's 100 mph lap of the Isle of Man. The TT lap of honour will probably feature Gileras but nothing seems as yet to be planned on the mainland. Raymond points out that the Bob McIntyre weekend is usually held at Knockhill in June or July and suggests that we should contact the organisers to see if they would like a Gilera parade - classic and modern. John Rushworth has this in hand, but to help make it a reality we need firm offers of classic Gileras as soon as possible. The date will probably be the at the end of July.

### Bill Yasui's 1966 124-5V

Two of Bill's bikes are shown here..

### HAYNES OWNERS WORKSHOP MANUAL FOR GILERA 50 1972 TO 1976+

As I strolled around the small autojumble at Barbon speed hill climb in July I came across a Haynes manual for the early/mid 70's 50's.

Models covered are:  
50 Touring RS 5 speed 1972 on  
50 Trial RS 5 speed 1972 on  
Touring Moped (sports) 4 speed 1973 on  
Trial Moped 4 speed 1974 on

### Bill's very pretty 1981 125 C1 MX bike

The latest enhancement to the G-Net pages maintained by our PRO courtesy of Motorcycle On-Line UK is an E-mail to Fax facility whereby anyone with an Internet connection can have an E-mail message delivered to a fax machine including Bob Wright's.

Our Japanese member Obayashi Hiroaki has already made use of the service. Remember that you must give a return fax address for a reply.

See the back cover for the G-Net URL.

**Joachim Heller** E-mailed me in response to GeN#9:

I would like to give some of my own suggestions on the 'Cam Belt Notes' article. \*I\* would never tap with a hammer on a shaft which is carried in ball or roller bearings. This might shorten the life of the bearings. I always use my puller alone. I made a locking tool for the engine from two pieces of flat steel which I welded together in a 'T style'. In the middle I drilled a hole to let a spanner go through to the nut. Locking is carried out by two 10 mm steel rods which fit in the holes in the rotor. Somebody who has a lathe could use thicker steel and turn it down to 10mm. This would be more stable.

## NORTHWEST FRONTIER

Yes !! Finally managed to achieve some significant milestones on the 604. Runs of under 40 seconds at Gurston, 70 at Loton and 50 at Wiscombe. The 67.27 at Loton was particularly satisfying as this is a personal best there on a four-stroke and only a few tenths off my quickest run ever on the 250 SWM. The exceptionally hot weather and dry track were certainly factors, but my previous 10% slower than the Husky rule now needs adjustment to less than 5%, otherwise I could theoretically have managed a 61 if I still had the 510.

The cooling system pressurisation is not getting

any worse, but not curing itself either, so the head will definitely have to come off at the end of the season.

A very 'sticky' throttle recently was traced to the inners of the throttle cables having frayed slightly where they pass through the adjusters at the carbs. The bracket that holds the adjusters needed to be bent to get the tank on and this results in the inner cable pull not being totally straight. The new cable and the bell-crank on the carbs have been well greased, but I will have to keep a close eye on them. If you have the same symptoms on standard carbs (very heavy throttle just off tickover) it might be worth checking the cables at the carb end. It certainly is a good idea not to dismantle the twistgrip unless it is absolutely necessary as it is a real pain to get back together.

✠ **Pete Fisher**

All being well, the Secretary will be attending the Annual General Council of the BMF at Hatfield on 18 October. We are allowed up to four delegates, so if anyone would like to give moral support give me a ring. It should be a fairly interesting meeting given the major decisions



regarding the structure of the BMF which are supposed to be settled. **PSF**

## Bob Wright advert

# WHERE TO GO - WHO TO KNOW

## Useful Names and Addresses

### SATURNO CARB VENTURI MOD.

The high collar mentioned in Jereon Baack's article on page 18 is a non-standard Dell'Orto part made by the Dutch Dell'Orto importer StarTwin. Jereon may be able to help you obtain one for about £15. You can fax him on +31-53-5729773 or phone on +31-53-5728287

### GREAT NORTHERN BIKE RUN

Gilera Network member Eric Richard will be just one of the celebrities at this event. Roger Chilton reckoned it was well worth a visit last year.

**SUNDAY 6 OCTOBER OULTON PARK**

(Camping available from 4pm Saturday)

## MEMBERSHIP LIST

The task of collating the new Membership list has proved more time consuming than I expected, so it will be sent out separately to The GeN with your new membership card. This will also give members who act on the reminder they receive the chance to have their details included if they respond quickly. You should receive the list and card early in October. Meanwhile welcome to the following new members:

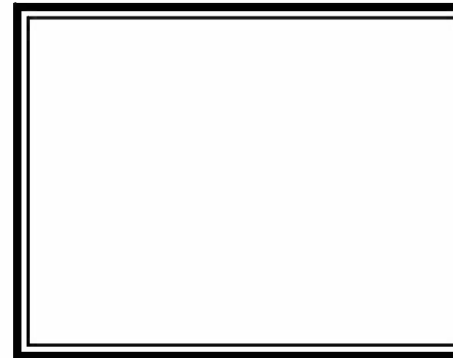
Jan Cees van Rijckerorsel NW The Netherlands  
Nigel Morris NW Isle of Man  
P Bennett NW Yorkshire  
David Hammett NW Scotland  
Simone van der Veen NW The Netherlands  
Anthony Jordan NW London

Niall Hamilton NW London  
Wendy Neale NW Yorkshire  
Robert Pearce RC W. Mids.  
Bradley Mak NW London  
H Singleton B300 Lancs.

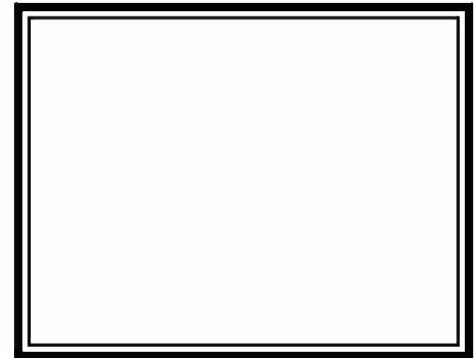
## Road Tester's Gems No. 9

**The Gilera's frame and suspension give the only clue that the makers have ever dabbled in racing**

*B300 TWIN - CYCLE WORLD February 1964*



**Members and machines outside the marquee at the '96 AGM**



**David enthuses about Gileras outside our stand at the BMF Rally**

### DIY GILERA T-SHIRT DESIGN

*Jan and Nick  
Bachir have  
produced a design  
for applying a  
cross stitch logo to  
a T-shirt. A copy*

*of the design and instructions are available from  
the Secretary. Just send a S.A.E.*

### HELP WANTED !

To enable the Secretary/Editor to have more time available for getting out The GeN and keep the Members list up to date, we need a Membership Secretary. The main qualification is access to a PC as this would make the task of maintaining the list of names and addresses for producing envelope labels much easier.

All that is required is to receive applications for membership, record the details and pass on subscriptions to the Treasurer. Anyone able to help - give the Secretary a ring PLEASE !!!!

## The GeN ISSUE #11

### Whats coming in the next issue

- Northwest FAQ (Frequently Asked Questions)
- More Faults and Fixes, Feedback, G-Mail
- Christmas Quiz - suggestions for questions welcome !
- Classics corner - please send me a photo of yours !
- Bob McIntyre Knockhill Meeting '97 News
- Northwest Frontier, G-Net, BMF News

**Closing Date for GeN#11 30 November**