

*The*

*Issue # 194 September 2021*

# ***Flywheel***



*The Bi-Monthly Journal of the Central Coast Classic Motorcycle Club*



*Dooralong 2015 Pelican rally maybe next year we can enjoy another one.....*

*Club membership is by nomination only and is open to those persons interested in the restoration  
use and preservation of old motorcycles*

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**MEETINGS:** Held on the **4<sup>th</sup> Tuesday** each month (except December) at Ourimbah-Lisarow RSL Club, Pacific Highway, Ourimbah commencing at 7:30 p.m. Visitors welcome.

**MEMBERSHIP:** By nomination only, open to persons with an active interest in the preservation, restoration and use of Veteran, Vintage and Classic motorcycles.



## From The Editor

Thanks to Paul and Andrew for sending in some material for this lockdown issue of The Flywheel. Who knows but we may be freer in two or three weeks' time although I am sceptical..... I am going to make a break for parts as yet undecided as soon as the current lockdown is lifted in NSW. Cessnock LGA is one of the larger areas stretching from Kurri to Branxton and Laguna so I take a ride several days a week and even found a book exchange at Branxton earlier this week as libraries are closed I had to re read the books I already had.

So let's hope we can at least go for a decent ride within NSW soon.

*Stay covid safe- Clint.*



*Top a scenic view of Cessnock from Mount View road.*



*A neat 750 Bonneville in pre lockdown days at Freemans Waterehole.*



*A view of Wollombi my alternative coffee stop.*

## **New member's contribution**

As a reasonably new member, I thought I might provide some info as to some of my bikes.

On 12<sup>th</sup> May 1981, back in the UK, I bought a Kawasaki Z550 from Pegasus Kawasaki in Reading Berkshire. I moved to Australia in 1988 and sometime in the 90's I had my Z550 shipped over. The bike eventually ended up with Dudley Lister to get running properly again, who also introduced me to the CCMCC. So I joined up and club registered my Z550....bike number 1.

In 1990 I convinced Kawasaki to lend me 3 KLR650 Tengai's to ride around Australia (with a team of course) as part of the Rotary "Trees for survival" project. We set off in early June and rode 15,000kms around Australia in 5 weeks. We visited schools and talked to kids about the importance of trees. As a result there were millions of trees planted by the schools we visited. At the end of the trip I tried to get Kawasaki to sell me the Tengai that I had ridden. Alas they advised that it was allocated elsewhere and there were no others due in for a while. It took me 31 years, but earlier this year I managed to get hold of a Tengai to add to my collection. It too ended up with Dudley and is now club registered....Bike number 2.

Another bike I had in the UK was a Kawasaki GPz1000RX. When I moved to Australia, my mum wanted it out of her garage, so sold it. When I could, I bought another one here in Sydney. Coming home from a GP at Eastern Creek, the RX got embedded into the side of a BMW coming past Lane Cove Country club, due to the driver being DUI and pulling out of the club without looking. A couple of months ago I found an RX in a good condition that was sitting there collecting dust at a friend's work. After a little negotiation, the bike was purchased, and you guessed it, it ended up with Dudley. He's waiting for new induction rubbers before that will get club registered....bike number 3.

Again, back in the UK, I had a couple of Laverdas. An RGS1000 was the first that got ridden all around Europe before I saw the SFC1000 and did the trade in. The SFC1000 was exotic, but had 13 factory faults in 12 months. The dealer had the bike more than I did, so I eventually pulled the pin and swapped it for the GPz1000RX. When I bought the RGS I was in 2 minds as to whether I should be the twin head lamp RGA1000 or the RGS. So when an RGA came up for auction in the UK in May of this year and was a good price, I snapped it up. It finally arrives in Australia this week. It will go straight to Dudley for a full service and of course club registration..... Bike number 4.

The last in my list of club registration bikes is a Suzuki RG500. A friend in Brisbane, was diagnosed with cancer and needed to sell some of his bikes to pay some bills due to his inability to work. I bought the RG500 from him as a box of bits. I drove my van up to collect the bike and was informed while I was there that he was terminal and only had weeks to live. He also told me how he bought the RG 14 years ago and it was his dream to fully restore it. On my way home I made some calls, including to Dudley of course and a plan was set in motion. 4 weeks later I was back in my van heading to Brisbane with a fully restored RG500, in Barry Sheene colours in the back. On his 49<sup>th</sup> birthday I asked my friend to look after the RG for me. Sadly he didn't get to ride it as he passed away a couple of weeks later, but at least he got to see and hear it. It still sits in his front room, but will come back to Sydney in the next year to be club registered and bike number 5.

All will of course at some point be at a club rally...when we're allowed too.

***Paul Edwards***





*Paul has a nice collection of motorcycles here with no lack of variety*









## *Laverda RG4 triple*

Laverda was a company that produced tractors and farm equipment- Laverda also produced some fine handling, powerful twins and triples from the late sixties through to 2004 when Aprilia took over ownership and discontinued the marque.

The photo of Paul's RGA 1000 prompted me to make up an article about this bike

By the late 1960s, Laverda was facing increasing competition from the Japanese. While launching their new 750 cc (46 cu in) model range in 1968, the company turned its attention to a new three-cylinder powerplant, which was first shown as a prototype at the Milan and Geneva shows in 1969. The 1,000 cc (61 cu in) prototype was essentially a 750 twin with an additional cylinder. After extensive testing, modifications, and mechanical engineering, the company finally unveiled the new liter-class, three-cylinder bike in competition at the Zeltweg race in Austria. The bike that went into production shortly later in 1972 was recognisable as a motorcycle of the modern era, but it was still configured in a conservative layout, sharing some of the features of the earlier SF/SFC models, such as the high-quality alloy castings and distinctive styling. The 981 cc triple provided more power than the outgoing twins, with not much more weight. The 1973-1981 Laverda 1000 3C Triple model that made 85 hp (63 kW) @ 7,250rpm and reaching speeds of more than 130 mph (210 km/h)

The new Laverda Jota based on the 3C made a big impression in 1976 producing 90 hp (67 kW) and reaching speeds of 146 mph (235 km/h), thanks to the factory racing parts fitted into the road engine directly at the factory, it was the fastest production motorcycle to date. British importer Roger Slater worked with the factory to develop a high-performance version of the bike, the Jota. Laverda three-cylinder engines up to 1982 featured a 180-degree crankshaft arrangement, in which the centre piston is at the top of its stroke when the two outer pistons are at the bottom. This purposefully out-of-phase design gave the 1,000 cc Laverdas a distinctive character. The engine evolved into a smoother, rubber mounted 120 degree configuration in 1982. The RG models were fitted with half fairings and a larger tail piece as these were becoming fashionable as they still are today the RG models also had the rubber mounted engine fitted.

All the Laverda triples had the reputation of being heavy with an overly strong clutch pull according to motorcycle testers of the period, nonetheless sandwiched in between the rattly old British tri[ple]s and their more rider friendly modern counterparts the Jotas and RG Laverdas were unique

*Clint*



*A 1984 RGA1000 with a 3 into one exhaust system*

## ***Andrew's Comet***

Phillip Vincent purchased the HRD company in 1928. The first Vincent hit the road in 1929.

The Vincent frame has been so successful most motorcycle companies adopted the idea. Today most motorcycles have a mono shock system and a suspended motor. It took 50 years to see the mono shock appear on the motocross bikes in the 80's, no doubt the Vincent was way ahead of its time. This 1953 Vincent Comet had a bottom end rebuild by Terry Prince in 1993 at the time the bike was owned by Mark Vela.

The Comet was later sold to Bill Summerling. I purchased the bike from Bill about five years ago.

With a lot of help from Bruce Cruckshank we rebuilt the top end restored the frame bushes and fixed the dents in the mud guards and lots more. I then rebuilt the timing chest to spec 3-5 thou end play. Graham McCulloch showed me how to set the spacing of the timing gears and we replaced the crank pinion to 10 thou over size.

The Comet then underwent a nut and bolt restoration where most nuts and bolts were removed re-faced and polished.

The Comet was then extensively detailed.

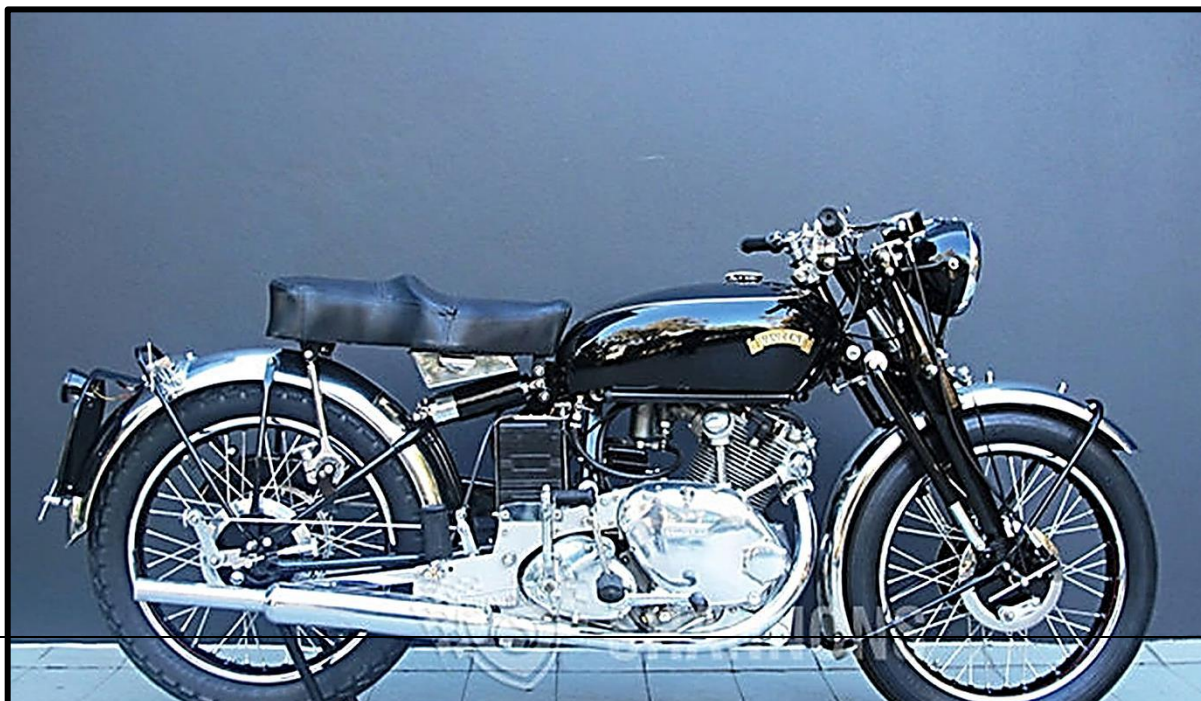
In some circles this is classed as over restored. However the bike's originality has been kept and the bike is as good as it can be.

I joined the club in 2014 and have rebuilt a 1966 Thunderbird and a 1969 Bonneville. I have been working on some of Glen Vial's bikes, an A10 BSA, Goldstar Twin BSA, Triumph Trident T160 and lately a Velocette Clubman, all under the watchful eye of Bruce.

Since joining the club I have been able to call upon Beeza Bill, Col Graham and John Mills over the years for advice.

*Many Thanks*

*Andrew.*





*The 500cc Comet was the basis for the 1000 series of Vincents*

## **Bikes that never made it into production**



*The Ducati Apollo 1965 1260 V4 was about 30 years ahead of its time- built as a prototype for the American market Ducati were unable to source tires that would handle the weight and power of even a detuned version of this behemoth.*





*A Triumph 200cc twin built in 1956 but never put into production*

## **JOKES PAGE 1**

Wiremu, a Maori New Zealander, was in Australia to watch the upcoming Rugby World Cup and was not feeling well, so he decided to see a doctor.

"Hey doc, I dun't feel so good, ey" said Wiremu.

The doctor gave him a thorough examination and informed Wiremu that he had long existing and advanced prostate problems and that the only cure was testicular removal.

"No way doc" replied Wiremu "I'm gitting a sicond opinion ey!"

The second Aussie doctor gave Wiremu the same diagnosis and also advised him that testicular removal was the only cure. Not surprisingly, Wiremu refused the treatment.

Wiremu was devastated, but with the Rugby World Cup just around the corner he found an expat Maori doctor and decided to get one last opinion from someone he could trust.

The Maori doctor examined him and said: "Wiremu Cuzzy Bro, you huv Prostate suckness ey."

"What's the cure this doc ?" asked Wiremu hoping for a different answer.

"Wull, Wiremu", said the doctor "Wi're gonna huv to cut off your balls."

"Phew, thunk god for thut!" said Wiremu, "those Aussie bastards wanted to take my test tickets off me."



WOULD YOU PERCHANCE, BE WEARING...

# **Action Pants!**

by **SANSABELT**

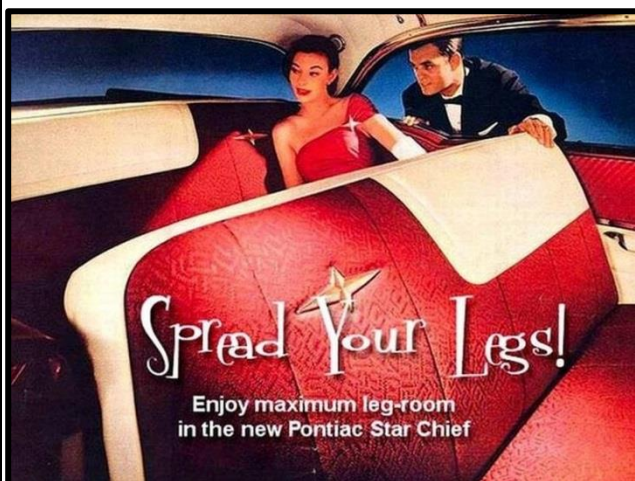
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*Pontiac marketed the Star Chief model by*



*A pants ad from the 1960s that wouldn't fly today- exactly what is a snack sack?*

## JOKES PAGE



*So WD40 is not as all-purpose as some ads claim. The above is the result of replacing the engine oil in a car with WD40. The car ran at full throttle for a while then as WD40 is far more flammable than engine oil the whole plot went up in flames- as most people would expect.*





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