

EXHAUST NOTES

JANUARY - MARCH 2025



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President's Ramblings

Hope everyone has had a great festive season. I've had a great time with family up from Sale VIC for a week. I've finalised the Feb - May Run Sheet included in the Exhaust Notes.

The Run Sheet includes general meetings in February and April, a camping trip at Dave's property near Bathurst over 14 - 16 March, and the Royal Ride (dedicated to Keith), over 16 - 18th May. I haven't been able to confirm exactly where the Goulburn swap meet will be despite many google searches, however I'm sure those that are keen will get the location. Those that are keen to get onto the race track can head to Broadford over Easter. I am hoping to get the 97 Monster there to try my hand at racing Big Joe and Paul.....

The club is in a great financial position, however I would ask that you keep in mind the mid year membership fees due around June for any memberships expiring this year. Pay for three years as it is cheaper! Remember, if you don't have current membership, your bike is not registered.

As we head into another year, bike rego will require an inspection. Please make it easier for our bike inspectors by ensuring your bike is up to scratch and safe. There is nothing worse than having a hard conversation with a bike owner who's bike doesn't meet the criteria for historic rego. Please look to bringing the bike to the Saturday meetings or arrange directly with the inspectors for any rego checks.

Looking forward to a great year ahead and please let me know if you have any rides you would like to organise so I can put it in the run sheet.

cheers

Keep the 'two wheels rollin'. Trace Ed

The poster has arrived at the last minute, and is included in upcoming events.

Secretary's Spotlight

Checking through the club emails during the week we received one from Pheasant Wood Circuit for distribution to members. This set me thinking about the number of circuits still remaining in New South Wales.

Most motorsport fans who have been around a while will remember some of the old circuits which have

disappeared. Exciting and at times scary circuits like

Catalina Park near Katoomba and also the Gnoo Blas Road Circuit near Orange where the first Australian Touring Car Championship race was held. More recent losses were Amaroo Park at Annangrove, the Warwick Farm and Oran Park Raceways with our memories probably enhanced by the passing years. In fact a few of our club members have competed at these circuits in open, historic and bucket-racing motorcycle classes. Sadly my only competitive experience on some of these old circuits was in various motorcars, mostly MGs.

Many will not remember the Mount Druitt Circuit where the world's first and second motorcycle 24 hour races were held in 1954 and 1955. This track started life as a wartime aircraft runway and was developed from there but it was always a pretty rough track for motorcycles as car racing cut it up from time to time. My memories of Mount Druitt were in 1957 or 58 when racing as a novice in a Morris Minor which a 'team' of us had built up by skimming the head, porting and polishing and also lowering in a primitive way and a simpler time.

To discover the full story of the aforementioned historic 24 hour motorcycle races, including a map of the circuit, look up Jim Scaysbrook's article in OLD BIKE AUSTRALASIA in the issue of April first 2021. This article, I believe, is still available online in their archives and is worth a bit of a search. (Thanks Jim for the story).



Enjoy the ride,
Joe Lester
Secretary SCMC

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LARGE....\$5

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SHOALHAVEN CLASSIC MOTORCYCLE CLUB

OFFICE BEARERS 2024/2025

SCMC Committee

President - Tracey Connors

Vice President - Wayne Marshall

Secretary - Joe Lester

Treasurer - Stuart Harwood

Membership Secretary - Garry Borg

Plate Registrar - Campbell Ferris

Membership Representatives

Maria Houben -

Dean Bowman -

Bruce Edwards -

Motorcycle Examiners

Phil Favero -

Paul Krauth -

Joe Mowlem -

Support Officers

Public Officer - Joe Mowlem

Assistant Secretary - Gary Meers

Assistant Treasurer - Glenda Sheehy

Magazine Editor - David Carnall

Webmaster - Ron Matthews -

Welfare Officer - Joe Lester

Regalia Officer - Jennifer Saunders

Life Members

Chris Robinson #3 Dennis Ulrick #8

Keith Saunders #58 (deceased)

Tony Keene #10 Jim Ager #15

Phil Favero #21

Paul Krauth #26

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BREAKDOWN HELP LIST 2024/2025

AREA	NAME	MOBILE #	TRANSPORT
NORTH			
Gerringong	Glenn Dewhurst		Ute
Bolong	Barney		Trailer
Berry	Bob Clarkson		Trailer
NOWRA AREA			
Bomaderry	Tony Keene (Mustard)		Ute
Bomaderry	Rod Reece		Car
Nowra Hill	Gary Costello		Trailer
Nowra	Michael Kohlleppe		Ute
Nth Nowra	Darren Saunders		Trailer
Nowra	Paul Krauth		Trailer
Nowra	Wayne Marshall		Trailer/Ute
BAY n BASIN			
St. Georges Basin	Phil Favero		Trailer
Sanctuary Point	Rod Fairburn		Trailer
Vincentia	Garry Borg		Trailer
Huskisson	Conrad Boreham		Ute
Wandandian	Robert Gielb		Trailer
Basin View	David Hans		Trailer
Sussex Inlet	Graham Goodwin		Trailer/Van
SOUTH			
Milton	Campbell Ferris		Ute/Trailer
Milton	George Blicharz		Ute

Ulladulla	Joe Mowlem		Trailer/Van
Burrill Lake	Alan Parkes		Trailer
Bawley Point	Mick Browne		Trailer
BLUE MOUNTAINS			
Hazelbrook	David Carnall		Ute
Lithgow	Jim Ager (Musky)		Trailer/Ute

An Open Invitation

Members of all Bike Clubs receiving SCMC's Magazine are cordially invited to participate in our Club's Ride Events. There are many scenic Dirt and Road Trips that the club embarks on every weekend and mid week. To satisfy Historic Registration Requirements, your ride must be recorded in your bike's log book, or recorded as a minute in your Club Meeting, as an invitation from SCMC.

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SCMC RUN SHEET 2025 - Feb - May

NORTH RIDES : Meet at Bomaderry Ampol Foodary by 10.00am

SOUTH RIDES : Meet at Ulladulla, Hayden's Pie Shop by 10.00am

RED BUS: Saturday social rides meet at Schutz Tomerong Nursery from 9.00 - 9.30am onwards.

DIRT BIKES : TBA basis

CARS and COFFEE : Every second Sunday of the month btw 0800 - 1000h at Shoalhaven city council car park, 81 Bridge Rd, Nowra

FEBRUARY

RED BUS : EVERY SATURDAY

WEDNESDAY : NORTH RIDES - 5th, 19th - TBA

SOUTH RIDES - 12th & 26th - TBA

DIRT BIKE RIDES - TBA BASIS

SUNDAY - 2nd - General Meeting at Dunn Lewis Ulladulla with a ride for lunch.

SUNDAY - 16th - Ride to Errol Bond Reserve for lunch (cafe closes at 2pm) and swim. Meet at Red bus at 10am. For those south, meet at the corner of Sussex Inlet Rd and Princes Hwy at 10.20am.

GOULBURN SWAP MEET 9th at Goulburn Show ground

MARCH

RED BUS : EVERY SATURDAY

WEDNESDAY - NORTH RIDES - 5th & 19th - TBA

SOUTH RIDES - 12th & 26th - TBA

DIRT BIKE RIDES - TBA BASIS

SUNDAY - 2nd, Moruya for lunch via Batemans Bay, Malaua Bay and Broulee. Meet at Haydens Pies 0930.

Two Night Camping - 14th - 16th, Camping at Dave H property near Bathurst. Bring your dirt bike or equivalent. Will need camping gear and food etc. Meet at Turpy Rd and Braidwood Rd junction at 9am on Friday 14th.

BATHURST BIKE SHOW 22nd in the centre of Bathurst

APRIL

RED BUS : EVERY SATURDAY

WEDNESDAY : NORTH RIDES - 2nd, 16th, 30th - TBA

SOUTH RIDES - 9th & 23rd - TBA

DIRT BIKE RIDES - TBA BASIS

SUNDAY - 6th General Meeting at Bomaderry Bowling Club with a ride afterwards for lunch

EASTER WEEKEND: 18th - 21st Broadford Bike Bonanza TBC.

MAY

RED BUS : EVERY SAT

WED RIDES: NORTH RIDES - 7th, 21st, - TBA

SOUTH RIDES - 14th, 28th - TBA

BIKE SHOW - 4th Berry Bowling Club

ROYAL RIDE: 15 - 18 May (dedicated to Keith), Adelong, Woodstock, Oberon - TBC

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Shoalhaven Classic Motorcycle Club General Meeting Minutes

Time and Date:	10.00 am 1st December 2024
Venue:	Bomaderry Bowling Club
Attendees: 44	Attendance Book.
Apologies: 3	Attendance Book
New Members: 0	Attendance Book
Visitors: 3	Attendance Book

OPENED BY... President Tracey **AT...** 10.20 am

MINUTES OF THE PREVIOUS MEETING... Read by Secretary Joe Lester **MOVED BY...**

Peter O'Brien **SECONDED BY....** Caz Mackey Adopted as a true record.

BUSINESS ARISING FROM PREVIOUS MEETING... After the last (October) meeting discussed either monthly or every two month timing for meetings the committee confirmed that general meetings will remain at every two months on the first Sunday of that month starting February 2025.

The topic of insurance on club registered motorcycles (Book of Rules Part 6/49) which was

discussed at last meeting was deferred to general business.

CORRESPONDENCE OUT... emails to members re membership queries and received magazines including our own Exhaust Notes. To Bomaderry Bowling Club re 2025 meeting bookings. To Clubs NSW Club GRANTS re support 'in kind'.

CORRESPONDENCE IN... magazines from Vintage and Veteran of ACT, Macquarie Towns Classic Club, Central Coast Classic Club, Northern Rivers Classic Club, BSA of NSW. Event information from Pheasant Wood Circuit, VJMC, Luddenham Circuit, Bundanoon Motel, Wollombi Valley Tourism. Email from Vintage Tech re 3D scanning for vintage and veteran spares manufacture. Bomaderry Bowling Club re 2025 meetings and Clubs NSW grants.

BUSINESS ARISING FROM CORRESPONDENCE... Bomaderry Bowling Club suggested we open an account with Club GRANTS to make a submission to receive a grant 'in kind' to pay for our meeting room at the BBC. An application was made and accepted and will be reviewed by their board in December.

It appears some members may not wish to receive third party emails, that is other club magazines, and news of motorcycle events such as ride days and shows, which are forwarded by the Secretary. If this is your view then please let the Secretary know so your request can be effected.

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REPORTS...

President Tracey Connors reported on a very enjoyable luncheon with a few of our female members at Salt and Spencer in the Mollymook Golf Club recently.

Tracey suggested that there may be one or two camping trips on future run sheets. Stewarts Crossing, Berlang (Big Hole) and Bendeela were possibilities mentioned by Tracey, and from the floor. David Hans has also offered the use of his property near Bathurst for a multi-day camp.

Members were also reminded of the Australia Day celebrations organised by the Lions Club of Ulladulla Milton at Mollymook on January 26th 2025. We have been invited to display our motorcycles on the day and those who have attended in the past have enjoyed the the day.

Treasurer Stuart Harwood. The satisfactory financial position of the club for October/November 2024 was presented by the treasurer

MOVED BY... Wayne **SECONDED BY...** Peter O'Brien. Accepted by the meeting as a true record. The full details are available to all club members on request.

Magazine Editor David Carnall. The next Exhaust Notes magazine is just about ready, but articles about your repairs, restorations, good or bad buys or other adventures are sought for future editions. David also commented on the email from Vintage Tech offering to do a presentation on their 3D printing abilities and the benefits for obscure or unobtainable vehicle spares. He thinks it would be a good idea to follow it up to find out the full story.

Membership Registrar Garry Borg. Garry noted the influence on new membership by 'Red Bus' attendances, as many of the most recent applications have come from the social Saturday get-together.

Thanks to Paul and Joe for assistance in bringing up-to-date the membership details and specially to Paul for taking on the Membership Registrar temporarily while Garry is taking leave to work?? over the next few months.

Plate Registrar Campbell Ferris. Campbell said the registrations and inspections were progressing well thanks to the Vehicle Examiners doing their inspections and keeping records well.

Vehicle Examiners Phil Favero, Joe Mowlem and Paul Krauth. Inspections are going well but there is sometimes queries about tyre age. After discussion Campbell agreed to investigate and clarify the legal allowable tyre age in NSW for members. President Tracey thanked the examiners for their work in this area for the club.

Welfare Officer Joe Lester Those members who have been through major health issues in recent times seem to be generally enjoying life. Gary M. continues to ride any of the bikes from his fine stable - Audrey S. has a new Rebel 500 cc bike and went for a ride last week. - Debbie G. has been seen at a Club ladies' luncheon at Mollymook with a bevy of other club stalwarts. - Wayne is almost completely back on deck despite his 'pain in the bum'. Although Bob Wass is carrying a few stitches where his bike bit him and Tony is also nursing a few stitches where a surgeon got him. Joe Mowlem's ribs are on the mend and he is no longer on the heavy painkillers he was enjoying? The members present were sad to hear of the passing of Bill Eden's father and our thoughts and condolences are with Bill's family in this trying time.

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INTRODUCTION OF NEW MEMBERS... There were no new members to introduce.

RIDE REPORTS... Bones travelled to Braidwood with Peter D and Jethro for the Annual Machine Show and caught up with Musky while there. They all enjoyed the weekend and the variety of bikes on show and suggested this show should be on the club run list for next year.

Tracey reported on the very enjoyable ride to the Elrington Hotel at Majors Creek for lunch recently. Most of us rode up on the Sunday but Tracey enjoyed camping at Stewarts Crossing on the Saturday night and then, along with Phil, met us at the pub where the meals and hospitality are great. The return ride for most of the group was via Mongarlowe - including Peter O'Brien who missed his intended route in Braidwood. The trip to Cudmirrah for lunch and a swim on a Wednesday ride was also worthy of a mention by Tracey.

GENERAL BUSINESS...

Discussion on the requirement for member's insurance on a club registered vehicle (Rule Book part 6/49) was continued from last meeting and the general consensus seemed to be that the club cannot insist on a club member insuring their vehicle which is under conditional registration. The wording of this section of the Book of Rules is to be reviewed at the next AGM. The suggested change is the word 'required' be deleted and replaced with 'recommended'.

There was some discussion about suitable First Aid courses for club members with St Johns First Aid, through the Motorcycle Council of NSW or other specialist 'motorcycle first aid' group. Other references were to an app to contact for advice on site while waiting for paramedics to arrive, although NSW Ambulance will offer advice by phone during/after a 000 call.

Our 25th Anniversary, next March, is being planned by the committee, the first choice location of Lake Tabourie is not available then so other venues are being considered, members' suggestions within the area are welcome by any committee member.

The offer of a presentation by Vintage Tech 3D printing is to be investigated.

RAFFLES... Raffles were won by David C., Bruce E., Bob W., Garry B., Wayne M., Phil F., Bob H.,

George B., Dennis P., Ross Mc., Tony K., Paul K., Tracey C., Eng L., and Bob C. The Special Christmas cake, baked and decorated by Audrey Saunders was won by Stuart Harwood.

After the raffles an auction took place for two special leather belts, one with a Triumph buckle and one with a BSA buckle. Both belts belonged to former Life Member Keith Saunders and were presented to the club by Audrey. Garry Borg opened the bidding on the BSA belt and after some competition managed to take the belt home with the highest bid. The Triumph belt was obtained by Gary Meers with a substantial bid and he did a beautiful job of restoring the polish on it.

Thanks for the generosity Audrey, Gary with one R and Garry with two R's.

CLUB AWARDS...

This being the final meeting for the year the annual club awards were presented by President Tracey...

The **Tom Bevan Trophy** for the most kilometres in 2024 on a club registered bike - **Stuart Harwood** who turned up to just about everything while still enjoying a cruise or three.

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The **Tinkerers Award** for the member who has done the most 'tinkering' - **Phil Favero** who finally finished a nice looking, multi year Ducati project.

Clubman of the Year - Joe Lester.

Next meeting will be at Dunn and Lewis Centre Ulladulla, 10.00 am February 2nd

2025. **MEETING CLOSED BY...** Tracey **AT.....** 11.35 am.

Being a meeting close to Christmas a nice roast dinner was enjoyed after the meeting thanks to the hospitality of the Bomaderry Bowling Club and the generosity of the Shoalhaven Classic Motorcycle Club.

Secretary SCMC Joe Lester.

The Annual Ride for Old Bikes (and other 'oldies')

It was great weather for the annual ride for older bikes with the SCMC and a good turnout too. More than 20 club registered bikes arrived at the turn-around in Forest Road, just off the Highway at Falls Creek for departure, at the later time of 10.30 am. From a 101 year old Harley Davidson to a very pretty near new Ninja almost every decade was covered with many makes and models even a certain original 1974 GT250 Suzuki was looking exceptional. We did miss the organiser of the event, Wayne, as he had an interruption to a ride the previous weekend and was convalescing. Get better soon Wayne.

After a call to Zac's Place cafe at Currarong to let them know we were coming all took off except one unfortunate member who had to return home as the tree-loppers had arrived unexpectedly. The ride out to Currarong was the best. Good weather, good road, good company and no breakdowns.

The display of attractive motorcycles by the creek entrance to the sea was quite eye-catching and drew a couple of photographers to try their skill. Lunch was enjoyed in the park by all, with discussion and banter airing lots of knowledge about various marques and their advantages and failings. The uneventful ride home was a pleasant way to end a particularly nice day and we look forward to another special ride.

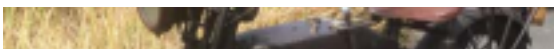


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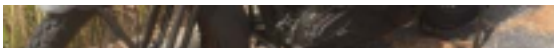
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1972 Laverda 750 SFC

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When Stan Evans came back from a prolonged stay in sunny Italy recently, he took particular care of his briefcase. It was filled with vital statistics on an Italian femme fatale known locally as the "Orange Monster".

She's stylish, expensive, responsive and by far the most sophisticated Laverda in Australia. And while Stan, who's managing director of Melbourne's Stanco, Australian distributors of the marque, was enjoying sunny Italy and wresting the information from the Italians, we rode the bike.

We'll tell you the price first, before we get carried away. The Laverda SF-C, the factory 750 production racer, the bike that dominated the Spanish 24-Hour endurance event at Monjuich Park this year, costs

\$2900 landed in Aussie with its extensive range of spares.

So far Stan has imported two of them. The manufacturers, in their cunning continental way, didn't send over the specs with the bike. Stan went to Italy to get them (and a few more bikes). We headed to Calder to try the first of the "Orange Monsters" in the country. It was supposed to be summer, but turned into one of those cold, misty days to which the Melbournians turn a blind eye and talk about Australian Rules (forgetting everything else).

Stripping down to the bare essentials and stretching on the Astrum leathers nearly did what the old saying said it would — froze the ball bearings off the phosphorbronze monkey — and the bike was feeling it too.

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It had to be coaxed into life. No choke assemblies are fitted; the carbs have to be flooded until the motor bursts into life. Even once it is firing and the fuel levels drop in the float chambers the mixture goes extra thin again and the damn thing dies. But even though the bike was built for sunny Italy and not how-do-you-describe-it Melbourne, we finally warmed it up and put its rubber firmly on the track. The SF Laverda, the sports version of the bike (tested December '71) is by far the most popular of the two models available in Australia and it's on this that the production racer has been based.



The bike has been taken from the production line, stripped and rebuilt to more exacting standards incorporating some small style changes that make the 750 SF-C look the part of the winner, and which European competition has proved it to be!

When we tested the SF we were impressed by the standard of handling and braking from this then unknown bike. Although the makers had not risked much by using the superb Ceriani suspension back and front the frame and brakes were unconventional and strictly their own design.

The engine castings are massive and as a unit the engine/gearbox is extremely stiff. By adding large mounting lugs to the cylinder head and gearbox the makers were able to use the mechanicals as a stressed member and do away with double bottom cradle tubework. In the resulting frame design four tubes leave the steering head, but instead of two going down and two reaching back, Laverda's all go back. The top two are horizontal and extend back to pick up the upper mountings of the rear units. The bottom pair shoot down at 45 degrees to the cylinder head bracket and weave their way over the twin carbs before dropping down to the swinging arm pivot point and gearbox mounting. The tubes are extremely large in diameter and the rigidity of the final structure is total.



Laverda also chose to develop their own brakes. The huge 10- inch diameter twin leaders back and front lack flashy, chrome-plated linkages or a well known trade name, but perform outstandingly. Both leading shoes are assured of full drum contact by having them self-centralising, operated by the inner and outer cables pulling the cam levers towards each other.

The part that differs visibly from the road model is the very robust brake backing plate with its large stress-bearing ribs. We believe it is the unit developed for Laverda's 1000 cc three-cylinder bike, which should land in Australia later this year. The well-designed cooling system is the same as that of the road-going model. An air scoop directs the air flow onto the drum and it flows out through openings in the hub. The result of this extensive development is that the Laverda's drum brakes are without fault. Their progression, power and lack of fade sets a standard others are attempting.

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On the road the street bike felt good and there doesn't appear too much race tuning necessary on the frame. The damping and spring rates are different (as you would expect), the brake linings are harder and the track rubber is Dunlop's triangular TT100s.



The motor's stage of tune is claimed to be "very nearly that of the SF roadster" but the ultra large diameter Amal Concentric carbs that replace the touring Dell 'Ortos are indicative of much more extensive internal development. We assume that since the cost of this model is \$1000 more than the standard SF and only about half of that can be explained away in terms of fibreglass, tyres and incidentals. The remainder must have gone into the motor.

Obviously components such as pistons, valve springs, valves and camshaft have been replaced by hotter ones which would push bhp to about 70, but the work does not finish there. The bike is meant as a 24-hour racer. It has to perform reliably, and that is where the real cost comes in. The vital parts (particularly the crankshaft) are assembled to closer tolerances and a great deal of time is spent in achieving perfect dynamic and static balance.

As is usual from European production racers, no air cleaners are fitted and since the road bike has none (but Stanco will have them available soon) we didn't really expect to see any on this model, just the large trumpets going to the carbs.

The exhaust system on Laverda's production racer is the most complex we have seen. Instead of two straight pipes finishing in megaphones, underneath the motor is a criss cross balancing system. The exhaust system is rubber-mounted and two sets of exhausts come with the bike — street-legal chromium plated mufflers and racing megaphones.

This year the makers have chosen to retain the bulky and heavy 12-volt dynamo and starter motor – a considerable weight handicap for a long-distance machine, particularly when the huge standard battery is also retained.

It is understood that the 1000 cc three-cylinder model will have a modern, compact and lightweight crank-driven alternator-cum-starter.

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The successor to the SFC was the 3C, with a 981cc triple.

It spawned the similarly exotic Jota in 1976.

To finish off the motor the outside alloy covers, which are thin and non-stress bearing, have cutaways for instant inspection. As a result a mechanic can see at a glance the condition of the starter chain and dynamo belt. The gearbox sprocket and clutch pushrod lever can also be inspected and are accessible through the cutaway in the gearbox cover.

The bike is fitted with rearset footrests and clip-on bars. These controls, like the remainder of the bike, are of the highest quality. Believe it or not a centre stand is fitted. All we can say about it is that removal is easy.

The fibreglass components are the front guard, fairing, petrol tank and seat assembly, the latter incorporating a toolbox in the hump. All these parts are finished in a bright orange, and we were surprised to see the frame finished in what looks like brushed-on aluminium paint. Even if it is a thick coat it looks



Down the straight for the first time the motor was only taken to 4000 rpm in first, second, third and shut off to go around the right hander at Repco. As we were the first on the track that morning and wary of soft car tyre rubber on the surface it was ever-so

gently leaning into Repco and accelerating out down the back straight. The esses at Toyota were as sweet as ever and Glowave and the final bend seemed to follow immediately.

After five laps at this steady pace keeping everything below five grand the engine had warmed and the tacho needle began to hit 7000 rpm. We can remember riding the road bike last year quite clearly, especially the hatred the motor had for being over-revved. With the overhead cam design with 9.6 :1

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compression we felt it would go far in excess of the 6600 rpm at which it developed its maximum (60) brake horsepower. When we tried taking the revs past 7000 the valves bounced!

With this in mind we were rather dubious about wringing the revs past seven grand, even though a new tacho has been fitted that has a printed red line that begins at 7500 rpm. Incidentally, the road bike we tested was fitted with a Smiths chronometric tacho that had no red line and there was nothing in the manufacturer's literature about maximum revs.

As the laps went by so did the apprehension and soon hitting 7500 in second and third coming out of Repco and Glowave was natural as the track had lost its morning dampness. Very soon we were not only taking the engine to its limit but also the braking.

In an effort to find the limit of the braking we had one of those "moments", which always seems to go hand in hand with sorting out a racer. On this Laverda it happened when trying a bit too hard going in to the big right hander at Repco at the end of the straight. The rear wheel momentarily locked and the bike slewed but stayed upright.

We don't want to appear to be making an excuse for what was only a natural mistake, but we did state on the initial road test that the powerful 10-inch twin leader at the back end would be a bit too good and unnecessary. Maybe this time we proved ourselves right!

As the morning wore on and the laps rolled by, we learned to live with the track performance of the Laverda. We began to respect the enormous amount of ground clearance at the right-then-left esses, where the bike can be pushed right down. Past the level of necessity — just for academic reasons — the bike would not scrape on either side.

One point did show up as the bike was taken through the esses, where it has to be literally pulled over from a hard right lean to a hard left lean. We felt the 500 lb-odd all-up weight of the SFC would present its problems on a tight, twisty track where a bike has to be thrown around.

But the machine's racing history is in complete contradiction. The Laverda performs best on tight, twisty tracks.

This is shown by the fact that the works racing team, which fields anything up to six bikes at a time, enters nearly all the European classic races ranging from bike-scraping inner city park tracks to three-figure average speed bowl events, but comes out best at Barcelona.

That race is a 24-hour production event held in Monjuich Park in the centre of Spain's second city (something like having 100 bikes racing around Melbourne's Botanical Gardens all Saturday and Sunday). The circuit is tight, twisty and has next to no straights. Lap averages over the 70 mph mark are fast and the race record (average speed and distance) is held by a BSA 500 Gold Star which at nearly 69 mph covered just under 1700 miles.

So tight is the track that the lightweights can successfully challenge the big multis. In 1961, a 125 Ducati led a works R69S BMW home, in 1967 Montessa walked off with first, second and third on their 230s and

every year the Spanish factories throw out the most serious challenge on their 250/350 two-stroke singles.

When Laverda made their first serious attack at the race in 1971 their massive effort was rewarded with first, third and fourth. A BSA 500 took out second. Last year an equally massive effort saw second, fourth and sixth overall as a lone surviving 360 racing Bultaco stayed in front to the end. But in their class Laverda finished first, second and fourth, impressive when you consider works teams with much lighter 750s from Norton, Triumph and BMW were also out for victory.

On paper, Laverda's performance at the track is impossible, but the team has established itself as the one to beat, showing that handling, braking, power and reliability on a big, big bike are more than a match for the versatile lightweights, regardless of the course.

This same works SFC is the one available over the counter in Australia. The cost is substantial but if only the two now in the country make it to the tracks this year, Australia's booming production racing scene may have a stylish new overlord.



By Derek Pickard. Two Wheels, January 1973

Tan Falloon : The Classic View



Based on the standard 750 SF, the 750 SFC was conceived as an endurance racer and built to last. Thus the 750 SFC (Super Freni Competizione, or super brakes competition) didn't share the fragility of some of its Italian competition. It was the success of the SFC in endurance racing from 1971 until 1973 that did much to create the Laverda reputation for robustness and exceptional all round performance. The bright orange colour scheme of the factory racers would become an SFC (and ultimately a Laverda) trademark. Each SFC was hand-made in batches by the competition shop and while a few were produced from 1971, most were built in 1974 (as seen here) and into 1975.

Based on the production 750 SF, the engine specification was unremarkable, and certainly not as exotic as the desmodromic Ducati or double overhead camshaft MV.

When Laverda embarked on the design of a large capacity twin back in 1966, company chief Massimo Laverda had his designer Luciano Zen analyse and copy a Honda 305cc "Super Hawk" parallel twin because it had a proven record of reliability.

Although it differed in a number of design details, the 360-degree parallel twin engine layout was similar to most British twins for example, unlike the British twins the pressed up crankshaft included central roller bearings. Primary drive was by triplex chain, and the single overhead camshaft duplex chain driven.

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Other Honda-inspired features included the cast-iron skull combustion chamber. On the 750 SFC the 80x74mm engine included a lighter crankshaft, polished con-rods, and higher compression pistons, and with a pair of 36mm Dell'Orto concentric carburettors the 750 SFC produced a claimed 75 horsepower at 7,500 rpm.

Just about every component was produced specifically for the 750SFC. While the zinc-plated open cradle frame was similar in design to the 750SF, it was quite different, particularly for the 1974 and 1975 versions. These examples also included a larger diameter (38mm) Ceriani front fork, and triple Brembo disc brakes. Although weighing a considerable 230kg, the wheelbase was a moderate 1,460mm and the tall SFC was a competent handler.

Everything about it screamed racing, particularly with the optional two-into-one megaphone exhaust. The rider stretched out over the long 25-litre fibreglass fuel tank to crouch under the lowest fairing screen of any production motorcycle. Although one concession was made to civility, an electric start, the 750SFC was not designed for tooling around town.



Like many Italian manufacturers in the 1970s Laverda was obsessed with the US market and during 1974 the U.S. importer Continental Motors commissioned a North American version. While the engine and chassis specifications were the same as the European model the U.S. specification 750 SFC included 1000 3C Nippon Denso instruments, turn signal indicators, a larger rectangular taillight, and adjustable handlebars.

The 750 SFC was a raw open road motorcycle par excellence. While the big twin vibrated, and the controls were heavy, one ride could convince the rider they were flat out at the Bol d'Or. Stability was

unquestioned and the top speed was close to 210 km/h. But eventually time caught up with the 750 SFC. Larger capacity Japanese multis were now winning endurance racers, and Laverda's own double overhead camshaft 1000 provided more performance.

The hand-built 750 SFC was expensive to produce, and becoming difficult to sell. The 750 twin died, and while the 1000 triple also became an SFC in 1985, Laverda folded soon afterwards. After several botched resurrection attempts Laverda now seems destined to remain in history but the distinctive, beautiful, and functional 750 SFC will never be forgotten.













Electronic Control Units (ECUs) in Motorcycles of the

90's by Glenn Dewhurst

I just calculated I have experienced about 20 bike years with bikes using ECU's and about 30 years with bikes having carbies. Over that time I have never had any major issues with either the ignition or fuel delivery systems of bikes that were ECU controlled, so I really never bothered to learn much about them. However recently I had a problem with my 2000 MV Agusta F4 750S fueling and so thought it was time to learn more about how these ECU's work to hopefully fix the fault. This is what I discovered about the early ECU's, i.e. those units which started becoming popular in the 90's taking over from bikes using carbies and either points or first generation electronic ignition systems like CDI.

1. The introduction of ECU's was driven for improvements in fuel efficiency, performance, and reliability. Not surprisingly there were concerns at the time about the additional complexity and cost of these new systems, impact on reliability and ability for users to modify tuning setups.
2. The ECU sensor inputs for the early systems were typically crankshaft or camshaft position (rpm), throttle position, air temperature, air pressure and engine temperature.
3. The ECU outputs activate coils, fuel injectors, radiator fans and fuel pumps. Note the early ECU's are open loop systems and do not use any feedback inputs like O2 and knock sensors.
4. Early ECU's use proprietary systems and later standards such as Onboard Diagnostic interfaces were not even agreed until the late 90's so were obviously not supported. Little diagnostics can therefore be done by the owner. For comparison both Ducati and MV Agusta commenced supporting OBD2 interfaces on their bikes from 2008.

How they work

In simple terms, the way the ECU determines fuelling is by taking all the sensor inputs available to look up a map, which sets the opening time for all fuel injectors. For example when twisting the throttle, the throttle positioning sensor and engine rpm are used to determine the injector opening time duration.

Other sensor inputs are not so obvious:

- Air temp low or Engine coolant temperature low results in injection time increase for richer mixture.
- Air pressure low results in injection time reduction to lean an otherwise overly rich mixture.
- RPM limit signal disables both fuel injector and ignition outputs.

So what was wrong with my MV and if the ECU systems are all proprietary how could I diagnose and fix the fault?

The MV had two issues. The first was with throttle clamped slightly off idle, the revs would continuously hunt between 1500 to 3500 rpm. This made it difficult to achieve smooth take offs from standstill. The other minor problem was that it idled around 1500 revs where it was supposed to be around 1100 revs. Once the bike was mobile it performed well and pulled hard so the issues were really only whilst idling and taking off from standstill.

As I had no interface to talk with the ECU, and as no errors were reported on the dash, I assumed the ECU was ok, and suspected it was likely to be an issue with either a sensor, cabling, incorrect setting of throttle positioning sensor, poor sync, or vacuum leaks with throttle bodies, fuel injectors or fuel pump/filter.

As the bike ran well other than around idle, and sensors and cabling all looked in good condition, I focused on checking for vacuum leaks, resetting the throttle positioning sensor (TPS) idle stop, and syncing the throttle bodies. A simplified procedure of how to do this is:

1. With all throttle body butterflies completely shut and engine cold, adjust TPS to value in manual (On

my bike this was 150mV, whereas at wide open throttle the value was just under 5 volts.), TPS is then set.

2. Adjust idle stop screw, such that TPS reads defined value in manual (325mV). Idle stop is then set.
3. With engine running at operating temperature, check there are no vacuum leaks around throttle body to inlet manifold rubbers, using brake / carby cleaner
4. Sync all 4 throttle bodies by adjusting their air bleed valves (one on each throttle body) for matched sync'd.



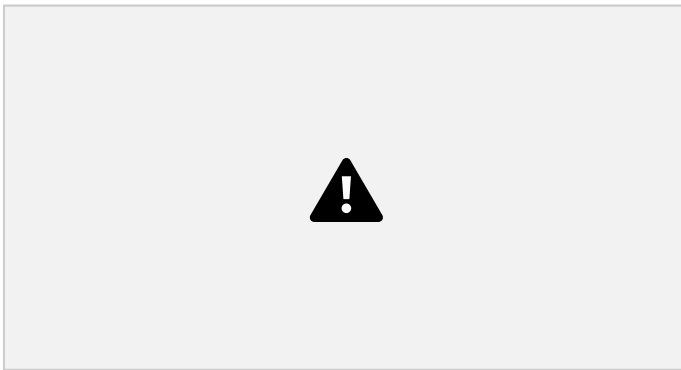
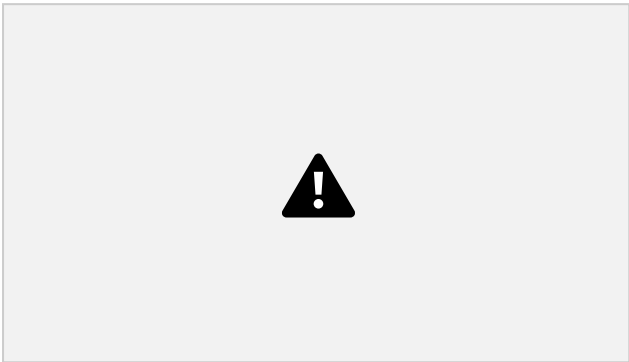
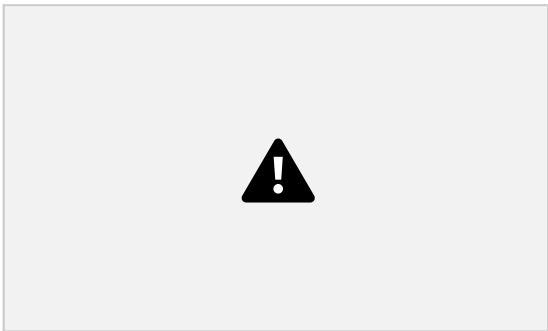
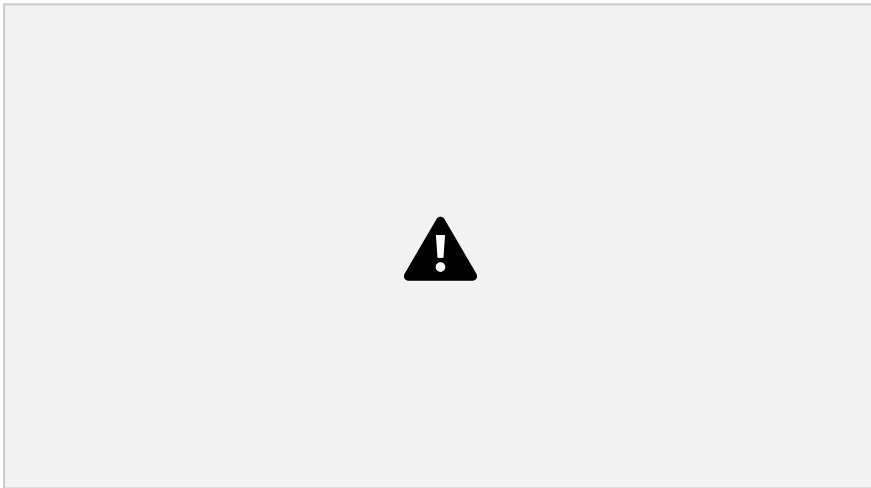
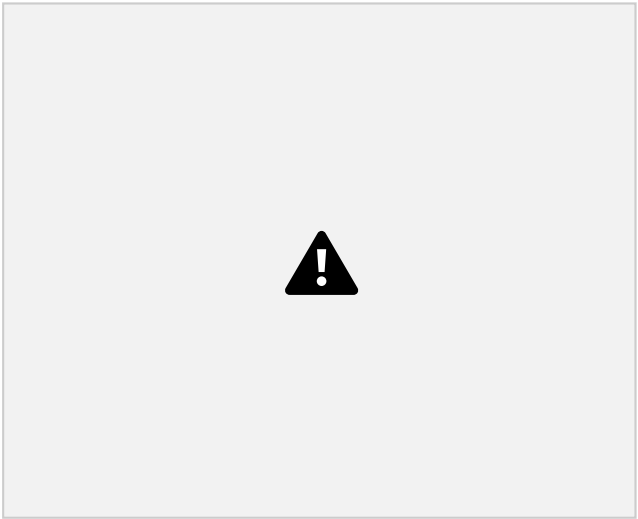
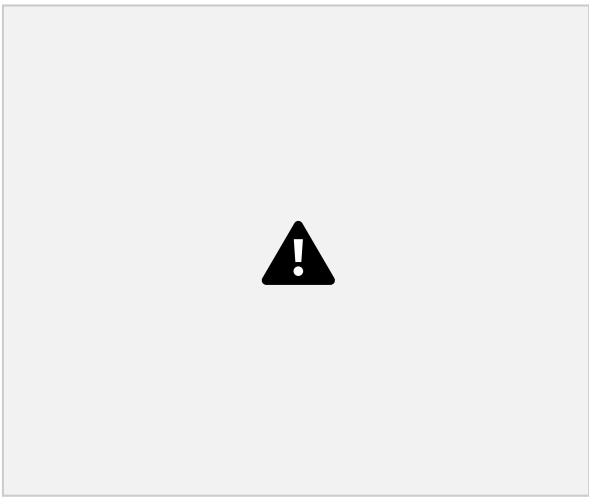
The procedure took about an hour, with the tank needing to be supported by a hoist to access the throttle body, and idle adjustments. Conveniently the 4 vacuum take off points were plumbed to the bike's side, for easy connection to a vacuum gauge. The TPS measurements needed to be done at the ECU main connector, using back probing pins connected to a digital voltmeter. I was happy with the results. The idle stop needed about $\frac{2}{3}$ of a turn adjustment, and minor adjustments needed on a couple of the air bleed screws.

In the shed the bike idled around 1100 revs and there was no indication of the previous fuelling issue but it was pouring outside, and the test run was delayed till the next day. When I finally got to ride the bike I was really surprised that reasonably minor tuning tweaks had completely eliminated the previous fuelling issue. In conclusion, although, on these early systems there is little diagnostics available from the ECU, with a bit of tweaking you can still effectively resolve issues using similar techniques to that of carby bikes.

Pics show back probing pins needed to measure TPS at the ECU connector, an easy way of connecting tank using hoist to allow access to throttle body adjustments and the TPS sensor showing adjustment screws.





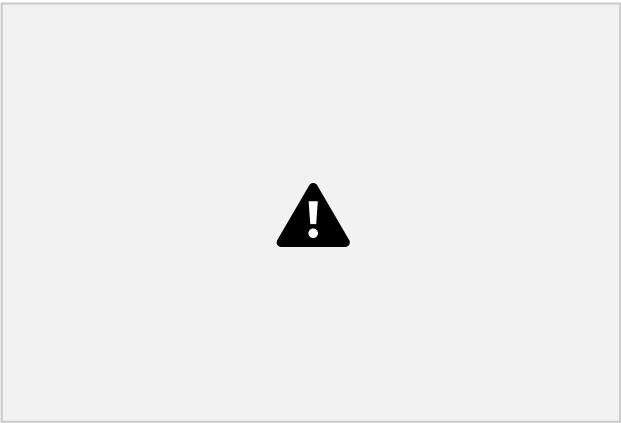
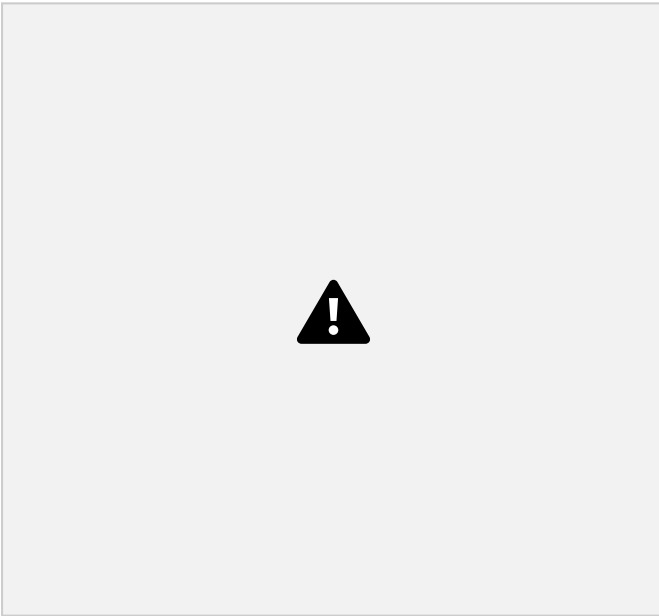








Nelligen Breakfast

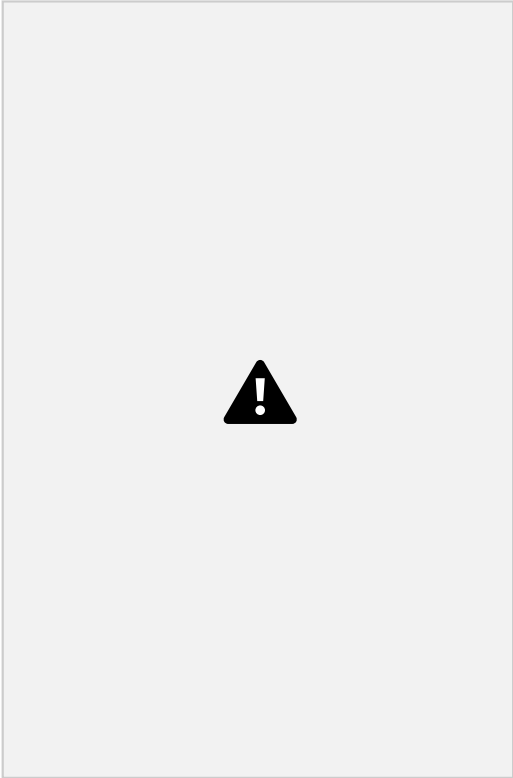
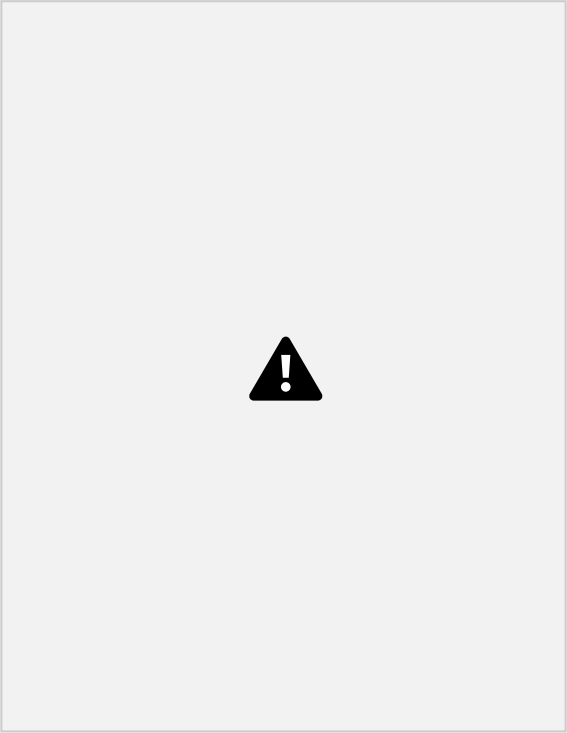
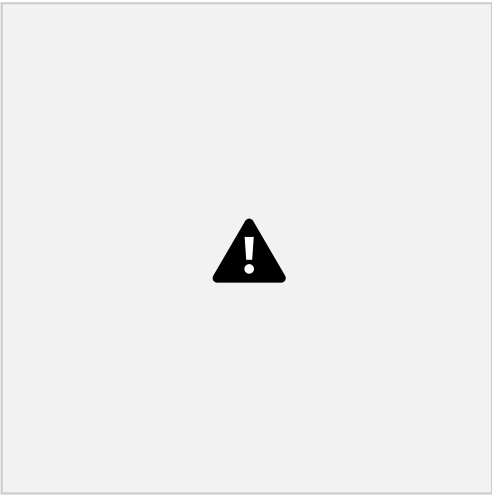






Ladies Lunch
Courtesy of Caz













Many thanks to Caz, Gary, and all the others who supply the photos.













Please contribute

I would love to feature your bike, maintenance, or adventure in an upcoming issue.

All you need to do is provide some written info and some photos. I can tidy up the words if that's not your thing.

Photos from a mobile phone are fine, take a bit of time to get the lighting right and an acceptable background is always nice.

Your article could be about tech info, a restoration project, a bike or person, a collection, or in fact anything you think may be relevant or of interest our members.

Email to me at davidpcarnall@gmail.com, attach your photos and or stories, in Word .docx format if possible.

**Cheers
Dave**









