

ANDREAS GEORGEADES and the V12 CBX

by Russ Caldwell, ICOA #5750

Every so often, something very special happens in our lives, something we will never forget, no matter how long we live.

This is the story of the V12 CBX and its builder Andreas Georgreades. You will . . . never . . . forget either

When the V12 is completed Mark Miller will do a follow-up article for us.

-editor

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THE EARLY YEARS

In exchange for working for 2 years at his father's restaurant in Johannesburg, 21-year-old Andreas Georgeades was paid with a brand new Matchless 500 G50 Gran Prix racing bike. This enabled his instant disappearance from the restaurant in 1964. That same year, representing South Africa in the renowned Isle of Man race, Andreas won the Bronze. This early success earned him entrance into the 1964 World Champion race in Europe where he finished at a respectable 10th place. His racing handle was established. "George the Greek".

After 2 years on the European circuit Andreas went on to win the Expert 500 cc Canadian championship race in 1966 riding his Matchless and took 5th place in the Canadian World Championship race at Mosport. Hailwood and Agostini took 1st and 2nd. With his future wife they rode to the racing circuit sharing space with the Matchless in their yellow van and establishing "Georges" free spirit outlook, that is alive and well today.

ANDREAS BUILDS HIS OWN GP RACER

It was in 1968 when Andreas had his first encounter with Honda in Canada which would challenge his extensive education in machining and reveal a natural talent for innovation.

The racing press announced, "He's Done the Impossible" with the first successful attempt to build and win first place with his Honda 600 4 cylinder auto engine powered ASG racer.

Andreas went on to race at Daytona and Laconia, New Hampshire against other established champs including Don Vesco and British Champion, Peter Williams who took the checkered. It was

here where photographers first caught Andreas' then unorthodox "knee-out-style", in laying his bike over in turns that has since become de rigueur on every circuit worldwide.

NEXT UP: THREE FERRARI POWERED MOTORCYCLES OF COURSE

Never satisfied with another "first", between 1978 and 1998 Andreas built 3 additional firsts and only (so-far) and all were Ferrari powered motorcycles. After two 6 cylinder Dinos (one supercharged no less) and his 308 Ferrari V8, a 12 cylinder machine seemed like the next logical challenge. A couple of Honda CBX's also seemed to be the logical engines of choice.

These highly successful outrageous projects he calls his "café racers" (which he still owns and rides) more than prepared him for his current challenge, a 12 cylinder Honda CBX. Andreas' driving motivation is simply that "it's never been done before". At that, his visualization of the challenge begins.

THE V12 CBX

The only drawings or sketches Andreas does are after he's completed something to help explain how he did it - if he feels like explaining, that is.

The front end is from a '98 Yamaha YZF. The rear wheel and brakes are Suzuki '98 and the transmission is CBX, which he also used on the Ferrari V8.

Andreas built an extended base plate to accommodate the two welded engine blocks with a common 12 connecting rod crank. The 48-valve system remains intact with little modification.

Carburetion consists of a 12 intake manifold into 3 to the chokes of 3 Weber

When I first reviewed all the photos and historical information on Andreas, I was immediately struck by the fact that this was far more than an article on a V12 CBX.

It was really a story of a man that has the talents and vision to build the V12 CBX.

After all, we all know there have been many great motorcycle road racers and there have been many great road race motorcycle designers over the years but Alex is the only one to have done both.

I will leave it to the ICOA technical gurus we all know and admire to tell us just how creative, effective and difficult the CBX V12 engine and rolling chassis design was to create, but for me I really don't have to wait for the final details and tally.

I am prepared now to tell everyone that in 40 years of motorcycling nothing has moved me to such levels of admiration and respect as the creation of V12 CBX.

My feelings for Andreas Georgeades motorcycle accomplishments are really beyond words and of this I am certain: Andreas and his V12 CBX are CBX History that will never be forgotten.

-editor

DCOE 45's that are linked by an all ball-bearing suspended double action full push rod.

Exhaust is accomplished through a 12 into 4 system distributed to the 4 modified Yoshimura mufflers.

The gas tank, frame, battery compartment and seat are designed and fabricated by Andreas with a little help from some of the finest welders in the San Diego area. Machining work is done by Andreas himself.

While the V12 is nearing completion, Andreas needs another complete engine for the electrical systems and the crankshaft. Then the bike will be completely disassembled for the finishing and polishing work before reassembly and "lift-off".

Andreas is expecting the usual questions when he pulls up to sidewalk cafes, from the Americans – “How much is it worth?” – The Europeans – “How fast will it go? He’s been conditioned by these questions on all three Ferrari bikes. His stock answer for the European question is “well beyond fear fast”.

Andreas feels that a time schedule and a predetermined budget (commitment) would have made it impossible for him to have built his bikes. The fact that his bikes seem to all be one-of-a-kind may

lend support to his theory. The V12 will make it 4 bikes in about 26 years. So a value of one of his creations would be what the market (or individual) would be willing to pay. That is, if one were available for sale.

“He’s done the impossible” seems to be an appropriate phrase for Andreas – times four of course.

THE OTHER ANDREAS

I’ve known Andreas Georgeades for over 12 years. Sipping a Mocha at a

favorite sidewalk establishment in La Jolla (CA) I watched this gleaming two wheeled polished aluminum combined with Ferrari Red machine nudge the curb hearing an idling engine that wanted to be doing eighty-five. Much later, I followed him on his ’78 Ferrari at 85 (not the supercharged Dino). He was in 5th with the throttle closed.

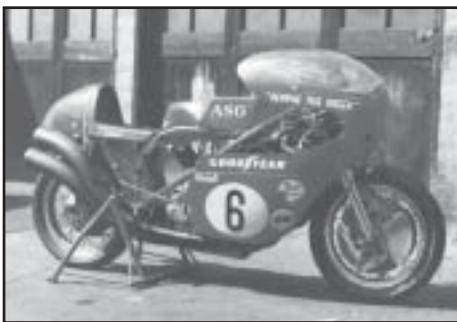
When not working on a current challenge, Andreas is on a trip riding and stopping at cafes or to look some of the world’s great art; his other passion.



Andreas - The Man & A Few of His Other Projects . . .

Andreas Georgeades has done the impossible

Reprinted from THE PROVINCE, Thursday, September 4, 1969



An experiment which could revolutionize motor racing will be conducted at Westwood circuit on Sunday by a former South African rider who has won national titles in three countries.

Andreas Georgeades, 28, will unveil his prototype machine during the Hi Performance Honda Road Racing Championships.

Georgeades, winner of championships in South Africa, England and Canada, has done what many considered impossible - fitting a car engine to a motorcycle - and making it work.

He will drive a motorcycle powered by the engine from a Honda sports car on Sunday.

Georgeades changed the engine to an air-cooled unit by cutting away the water jacket and adding cooling fins.

Factory mechanics have been attempting such a conversion for some time.

It follows that if Georgeades’ attempt is successful he could find himself much in demand.

Sunday’s meet, one of several leading to the Canadian championships, will feature many of the top riders in the Northwest!

Time trials begin at noon. Racing starts at 1 p.m.

Some of the unlimited machines are expected to reach speeds of between 145 and 150 miles an hour in the featured Grand Prix event, a 20-lap race open to all classes.

Among drivers entered are Western Canada 250 cc production champion Tony Cox of Vancouver; Millar Farewell of Burnaby, third in the 1968 Oregon championships; former sports car driver

Eric Faulks of Vancouver; Dave Wildman of Burnaby and Jack Heansky of Coquitlam.

Georgeades moved to Eastern Canada in 1966 and won the national 500 cc title. Earlier he won titles in South Africa and England. He has raced against most of the top factory riders at Daytona and Indianapolis.

Sunday will mark the Westwood debut of Georgeades, whose wife, Sue, is his pit machine.

Locally, former South African champion Andreas Georgeades, who fitted a car engine to his motorcycle, won the unlimited class of Sunday’s Hi Performance Honda road race championship before 2,500 fans at Westwood Circuit.

Georgeades won his heats on a Honda powered by the engine from a sports car - a conversion factory mechanics have yet to achieve successfully.



WANT TO SEE THE V12 CBX -OR- HELP WITH PARTS SO ANDREAS CAN COMPLETE IT

Parts Needed: One complete engine with alternator, starter, tach and full ignition (motor does not have to be pristine). Also Andreas needs help on polishing the wheels and some other parts. Leather custom seat cover and one stainless yoshamura RS3 muffler would be greatly appreciated and help Andreas complete the CBX V12.

Want to see the V12: We are in Southern California so if you can help with parts or would like to come and see the V12 and meet Andreas. email: Russ Caldwell rcgmi@yahoo.com

Andreas' Ferrari Motorcycle - January 1990

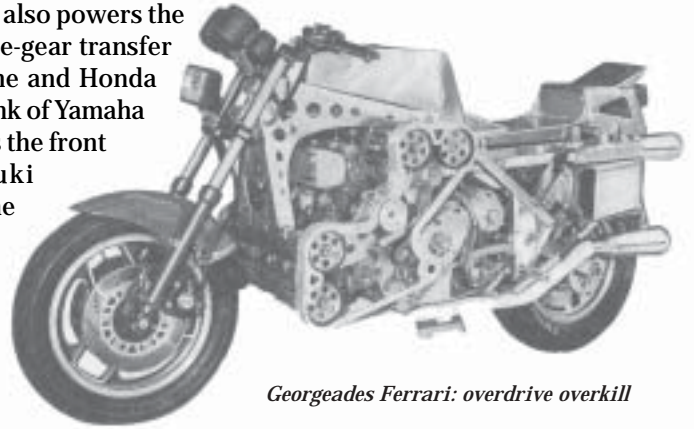
Caviva engineers may be working on a Ferrari-powered motorcycle (see "Bits," November 1989), but San Diego resident Andreas "George" Georgeades has whipped them to the draw. His custom bike already roars with a Maranello mill, namely a \$15,000, four-cam, 250-horsepower V-eight from a 1978 Ferrari 308.

"I wanted to bring the mystique of the marque to my two-wheel riding," said Georgeades, a 500cc Grand Prix rider during the sixties. "Plus, I like the excitement of effortlessly going 130-plus."

Not so effortless was the packaging of that prancing-horse thrill into a single-track machine, and the addition of a slew of motorcycle components. Georgeades' modifications include a

new cam-belt drive that also powers the water pump, and a three-gear transfer case between the engine and Honda CBX transmission. A bank of Yamaha V-Max carburetors fuels the front cylinders while Suzuki GS1100 mixers feed the rear. Suzuki GT750 radiators mount at the rear of the bike to keep the wheelbase down to a short 59 inches.

The hand-built aluminum frame uses suspension components from a Kawasaki 900 Ninja. The rear wheel comes from a V-Max and was converted to chain drive.



Georgeades Ferrari: overdrive overkill

"I want to build what is for me the ultimate piece of two-wheel art," Georgeades said.

But what would Enzo have thought?

'George the Greek' to ride in News TT

Reprinted from DAILY NEWS REPORTER, Monday, August 1, 1973

ONE of South Africa's most colourful motorcycle racers, who left seven years ago to race overseas has returned, bringing a sensational 250 km/h home-built racing 'bike for The Daily News South African TT this month.

He is Andreas Georgeades, better known to thousands of racing fans as "George the Greek" for his exploits on South African tracks in the early 1960's.

George the Greek faded from the South African scene after coming second in the

1963 motorcycling championships and after winning the Dickie Dale memorial race that year. In the 1964 Isle of Man TT he won a bronze replica, and thereafter little was heard of him.

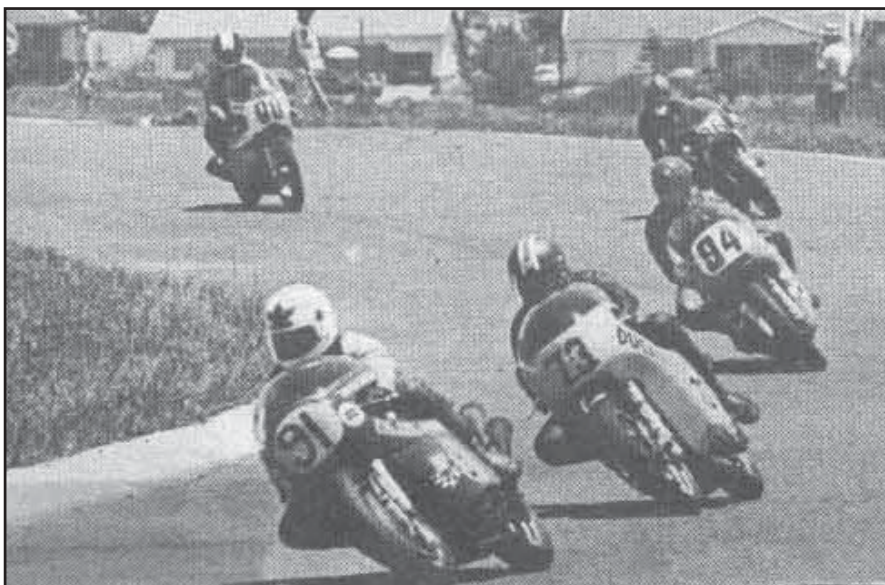
SUCCESSSES

But he was still racing in Canada, where he was notching up successes and works rides at tracks such as Daytona Speedway. His greatest success was winning the 1966 Experts Championship (500cc class).

He has returned to Johannesburg for a holiday and to ride his homemade race in the Daily News South African TT.

His racer - called he ASG is powered by a four-cylinder, 16-valve engine with two overhead camshafts driven by a toothed belt. Georgeades said he based the ASB on Mike Hailwood's four-cylinder Honda racer of a few years ago.

He used a much-modified Manx Norton frame to house his engine, and fitted a six speed gearbox. It raced for the first time in September last year.



Heading the pack in the 750cc final during the TT meeting is Andreas Georgeades (No. 91), followed by Errol James (No. 73), John Cooper (No. 94), Korkie Ballington, 250cc World Champion (No. 72), Jon Ekerold (No. 86), and Richard Borain (No. 90).

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