LAVERDA RACING TEAM KONSTANZ
THE LAVERDA-PARADISE

Andy Wagner
Reichenaustr. 186
D-78467 Konstanz
Tel. 0049-(0)7531/61198
Fax 0049-(0)7531/53737
Internet Shop: www.laverda-paradies.de

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Andy's AUTUMN NEWSLETTER 2002

⇒ Dieser Rundbrief ist in Deutsch, Französisch und Englisch erhältlich
⇒ This newsletter is available in German, English and French
⇒ Cette circulaire est disponible en allemand, français et anglais

Dear Laverda Friends,

Once again the autumn newsletter 2002 is a bit overdue, but as the saying goes – better late than never .

Unfortunately, autumn is always right on time and most Laverdas are already hibernating. The first motorcycles have already been brought to us for repairs, maintenance or other work so that everything will be ready on time in the spring. Please remember that if you plan to bring your bike in you should make an appointment at the earliest possible date.

As the newsletter is no longer going out by post, only by e-mail, to the misfortune of all those who have no e-mail address, this at least gives us the opportunity to fill more than 3 sheets of paper = 6 pages, because that was the magical 20g limit by post, otherwise it became too expensive.

We have done our best to put together an autumn newsletter 2002 which will hopefully be interesting and helpful to you. And since we have a clever computer that will tell us the names of customers without e-mail addresses, we will include a newsletter in every order, so that these customers will still get one, even if it is a little late.

Hopefully, this letter has some interesting information for you, including:

- carburettor problems
- Laverda – Aprilia
- and lots more
- 11,000 km on Laverdas in 2002
- searching for
- new parts

For my part, I rode only 11,000km on my 1000 Shark, 750 S, Motodd 1200, plus a few extra kilometres on a Laverda scooter, 75 cc Sport and a 100 cc Turismo Laverda. Except for three minor problems not worth mentioning, these 11,000km were absolutely trouble-free, as you would expect from any Laverda kept in good nick.

Before it gets purchased, a bike is often idle for a long period of time – no matter what make it is. Jets and passages in the carburettors are often blocked up, refusing to let the bike work properly. And/or – the engine simply will not fire up after sitting around all winter.

For more than 15 years now we have been servicing Laverdas and one of the most common and difficult problems to solve is when people call me with carburettor problems.

My Laverda won't run properly. What can I do? This is the question I most frequently hear.
Usually it is the carburettor, but in rarer cases it can be the ignition system. Whichever way, you need to be more or less certain that that the ignition is in 100% working order.

It is impossible to include everything in a single article. This would be beyond the abilities of many readers' technical expertise. But I would like to map out the most important and basic methods of troubleshooting – the things I hear on the phone every day - because I think I can easily reduce the number of telephone queries by 20%.

If these troubleshooting methods do not help, you will probably have to come to the shop. So bear with me, the explanations here are bound to be of some help.

Please note that some of the tips listed come from the Laverda mechanic's perspective and that the Laverda rider's view may not always get sufficient treatment. We are still doing our best...

Most of the basic symptoms and suggestions for solving these problems also apply to Moto Morini, Guzzi, Ducati, etc. You should also remember that carburettors are a pretty serious matter and that a small fault in the system can lead to engine (piston) failure. Another thing to remember is that fixing one problem can give rise to another, with engine damage the result. So face it, if you mess around with your motorcycle, you will have to live with the consequences, even if it is a Laverda. Always keep that in mind and always take great care. Petrol is a highly inflammable substance. Keep sparks, flames, and open fire away. As a rule, always observe the manufacturers' safety warnings. In particular, when using electronic ignition systems never start up the engine without earthing the ignition cable (put the plug caps on the spark plugs and place them on the engine, for example), otherwise this can destroy the ignition unit.

☞ As important note concerning carb problems, I would like to recommend to all of you to order the Dellorto Carburettor Book from our catalogue in chapter 0 under order number Nr. 0-92. It is an impressive illustration of how the Dellorto carburettor works; this basic knowledge is essential. (unfortunately only available in German) *ma che cazzo..(.il traduttore*)

<u>Essential things that you should know</u>

If your bike is not running properly and if everything points to the carb, then you should at first check whether basic adjustments and synchronisation are correct. Check that the carb is clean and that there are no dirt particles in the jets or passages. Unfortunately, it is usually not enough to dismantle the carb and clean it out with petrol. In order to get rid of stubborn dirt and persistent carb problems, there really is only one solution: a heated ultrasonic bath with a special cleaner.

Using petrol additives in the tank to clean the carbs can only be a preventative measure at best. If you have a carb problem caused by stubborn dirt particles, these additives have little or no effect.

It is easy to correct an improperly adjusted carburettor (idle mixture control screws - synchronisation). On a Laverda this has no adverse affect. The engine may not run as cleanly, but it will run all the same.

A dirty carb can be the cause of various problems, but using the ultrasonic method this is easily solved.

When my customers call, they have usually tried virtually everything – to little effect. In these cases, we are usually talking about problems which are a little more difficult to solve, e.g.

- worn out carbs or carb parts
- carbs fitted with incorrect parts
- tuning problems due to the air filter being replaced with bellmouths or because different cams and exhaust pipes have been fitted
- it is also possible for a Laverda to run well for many years and all of a sudden, due to carb problems, for problems to arise and get worse until the motorcycle stops altogether

Despite the carb being adjusted correctly , no telltale signs of trouble, nothing having been modified such as air filters etc, the bike no longer runs the way it used to.

Reason: Carb, pistons, slides etc. have worn to such an extent that the mixture can no longer compensate for these changes. We have had several such cases where for whatever reason suddenly a much smaller or larger atomiser was needed to keep the mid-range either leaner or richer so as to make the engine run cleanly again. However, this is really hard work despite us being able to use a CO_2 probe and exhaust measuring equipment.

Important information which can help you troubleshoot, and also avoid problems

☞ Pay less attention to the engine speed, instead to how far the throttle slide is open. That way, you can find out whether the problem has more to do with the carb needle or the main jet. These kind of things are illustrated in the Dellorto book. Without the information in this book it will be very difficult to solve the problem. It is virtually a must.

☞ If you have one of the problems we describe, it may be that jetting for a certain rev range is either too rich or lean

☞ Only modify one thing at a time, never more. Be patient in your work, even if it is time-consuming.

☛ Initially, always alter settings by the same measurement in both directions, e.g. the main jet by at least 0.15 mm larger, followed by 0.15 mm smaller than the original setting. The engine should run better with one of these settings, and worse with the other. This way you will find out whether you need leaner or richer jetting.

☛ Try moving the carburettor needle all the way up and then all the way down. You should notice a slight improvement or worsening so that you know if you have to choose another needle that makes the mixture richer or leaner. If after you have made radical adjustments the problem is no nearer being solved, then either you have adjusted the wrong carb part or the carburettor itself is not the problem, instead something like bad wiring which is causing misfiring under heavy vibration at certain engine speeds.

☛ Even if you are convinced that the carb is the problem and you are not getting anywhere, try to focus more on the electrical system. Try wiring up additional earth connections to the ignition, engine, frame, etc.

☛ If the bike is not running correctly in a certain rev range, do not make the common error of increasing or decreasing the size of the main jet. The main jet only comes into play when the twistgrip and throttle slide are almost fully open.

☛ Always be careful when you are testing out different things. Riding too long with too lean a mixture can hole a piston.

☛ Have you checked the engine compression? Things like this are also important.

☛ Heavy oil consumption reduces performance.

☛ On the carburettor, you can only
- adjust the carb float level (not to be ignored)
- adjust the idling speed
- synchronise throttle slides

This is not difficult. As a rule incorrect adjustment will not lead to engine or piston failure.

☛ Real problems are usually caused by faults in the carburettor or by improper jetting.

☛ Adjusting carburettors is very complex. Wear on carbs often means that you have to suddenly replace jets which have functioned perfectly well for years.

☛ Jet sizes: 135 means that the jet aperture has a diameter of 1.35 mm. Always remember that someone may have tried to ream it out. Do not rely on the numbers on the jet being accurate, instead measure the aperture with a jet gauge.

☛ If you are not sure whether your motorcycle is running too rich or too lean / if it does not run smoothly at a certain throttle opening, then pull the choke all the way. If the problem becomes worse, you can assume that the carb is running too rich already. If the problem disappears, then it is too lean. If nothing changes, you should check whether the choke pistons shut correctly.

☛ If you have any symptoms that point to the mixture being too rich, you should first check whether the choke pistons shut correctly or if the sealing rubber in the piston and the spring are in good condition. Many carburettor problems are caused by this alone.

☛ Always close the fuel taps when you park the motorcycle. If the bike has not been used for more than two weeks, take the time to let the petrol out of the carbs. Pull the petrol lines from the taps as well if you are not absolutely sure that the taps are not leaking when they are closed. To empty the carburettor, you can also let the motorcycle run with closed fuel taps until the engine dies.
Not every bike lets you get as close to the carbs as a Laverda...

☛ Leaky petrol taps are often the culprit when motorcycles refuse to fire up in the spring after sitting idle all winter. Petrol also evaporates quite quickly in the carb when it is cold. When this happens the float needle opens and a leaky fuel tap gradually releases petrol out of the tank drop by drop, which in turn evaporates. Dirt particles remain which interfere with the carb working properly or may even keep it from working at all. It is certainly easier to pull off the petrol lines than to thoroughly clean out the carburettor in the spring.

☛ Unfortunately, it is also a fact that today's unleaded petrol is much more aggressive than leaded petrol used to be. This is not just something you read about in classic bike magazines, it is also my personal experience, because I have problems now which I did not use to have with my collection of 20 Laverdas ranging in c.c. from 49 through 75, 100, 200, 250, 350, 600, 750, 1000 to 1200.Unleaded petrol really attacks the interior of tanks even if they are in use all the time. That is why I advise you to have your tank sealed before it is too late. The cost of buying a good used tank is much higher than investing in a tank-sealing gel set and a day's worth of work.

☞ It is also cheaper to replace carburettor parts such as needles, jets, choke pistons, slides, than to risk holing a piston. Carburettors are subject to wear and tear as well and every once in a while you have to fit a new one.

☞ **Ignition problems first:** If an engine has petrol and a healthy ignition spark, it will run. If there is no spark on any of the cylinders, consider silly things like a faulty kill switch, or the ignition unit getting no voltage, or a blown fuse, or corrosion on some minor contact area.

Only a small, straight blue ignition spark between the centre and side electrode is a good spark. If the spark is round, very bright – almost white, moving back and forth – or if it comes out from between the insulator and the electrode, then the spark is bad and the plug needs replacing. This can happen with new spark plugs too – replace!

If a bike starts up right away when you bump start it, but badly or not at all using the electric start, then you may have a problem with the battery, or poor magnetism on the magnet rotor , e.g. on the high-voltage condenser ignition of the 1000 Laverdas or 3 ½ Morinis.
A further test is to use an external battery, e.g. from a car. Connect jumper cables directly to the electric starter motor and to the frame, so that the electric start gets its power supply from the car battery. Switch the motorcycle ignition and the kill switch to "on", press the electric start button and check to see if the motorcycle fires up better. If so, then you can be fairly certain that the motorcycle battery has insufficient power to feed the ignition system when you press the electric start.

If you have unsuccessfully tried to start up the engine please make sure that it has not flooded. Always make sure that the spark on each plug is sound.

Symptoms: A cylinder does not seem to be running properly, but which one? ...with resultant low performance.

Possible Problems: Faulty spark plugs, spark plug cap or HT lead, a fault in the ignition coil or other parts of the ignition system, or a defective carburettor.

Help: To find out which cylinder is not working properly or not at all: start the engine up from cold and immediately check to see which exhaust downpipe heats up and which one stays cool or warms up much more slowly (careful: do not burn yourself). After discovering the cylinder which is not functioning correctly your next step is to find out why.

Systematically interchange individual components such as spark plugs and ignition coils. If you have several ignition units, do the same here as well.

Important: Always interchange components one at a time, never several sets of components at the same time, as this will give you no indication as to which part is faulty.

If after you have changed a certain part another cylinder suddenly fails, then you know that this is the part causing trouble. This means that you should also make an effort to swap the carburettors around, as here again it is quite possible that one of them may be faulty.

The order in which you interchange parts is up to your own instinct. However, you should always go about this logically, depending on the model and whether you have points for a single ignition unit or several ones.

It is always a good idea for budding spanner-wielders to perform jobs like these with one's biking friends, because two are more likely to have ideas than just one. And if there are three of you, be sure not to forget the pizzas and the six-packs. Nights up to your elbows in grease and cylinder heads frequently do not end until the sun comes up.

☞ **Carburettor**
Problem 1: The motorcycle starts badly or not at all when the engine is cold but is easier to start when the engine is warm.
Possible cause: The choke jet in the carburettor may be blocked or there is a general error in the choke system or the throttle slide does not close all the way.

Help: Check and clean the choke jet and all the passages in the choke system. Check whether all the carb slides shut properly. Other than that, you can also try squirting some petrol directly into the back of each carb and checking if the engine briefly starts up. If so, this indicates that the carb is producing too little or no fuel mixture at all.

Problem 2: Even when the engine is warm the bike only starts if you use the choke. As soon as you release the choke the engine dies.

Possible cause: The idle jet is too small or is blocked, the idle mixture control screw is screwed in too far, or the idling system is generally not working because of dirt particles.

Help: Choose an idle jet which is 0.05mm or even 0.10 mm larger, turn the idle mixture screw further out, fully dismantle and clean the carburettor, reassemble using new seals. Make sure that all O-rings are fitted.

N.B.: The engine may also be drawing air through cracks in the inlet manifold rubbers or through badly connected carb manifold flanges. If idling speed is very high and then quickly drops and the engine dies, this usually means that there is too little petrol or that there is an air leak somewhere.

Problem 3: The motorcycle starts up well and maintains a steady tickover , but as soon as you open the throttle it picks up badly or the engine dies.

Possible cause: The float level is much too low, the idle jets are too small or blocked, the idle mixture control screw is screwed in too far (to lean) or the idling system is contaminated with dirt particles.

Help: Depending on the model, correct the float level according to the instructions in the handbook, choose a 0.05 mm or even 0.10mm larger idle jet; to test, turn out the idle mixture control screw by 1 to 1.5 turns, alternatively dismantle and thoroughly clean the carburettor.

N.B.: If you have any problems with the carburettor, make sure that you fit carb components according to the manufacturer's recommendations. Our catalogues from 2002 onwards contain lists of carburettor parts for all 750s and 3-cylinder Laverdas. Please note that this information is correct for original equipment fitted such as air filters, for original engine specs and original exhaust systems.

If, for example, you have fitted your carbs with bellmouths instead of an air filter, make sure to choose a 0.05mm or 0.10mm larger idle jet, a main jet which is larger by 0.10mm to 0.15mm, sometimes even by 0.20mm. Raise the needle to the highest setting and insert the retaining clip in the lowest notch, or even use another needle, adjust the float level so that (on 32 and 36mm Dellortos) there are 58ml of petrol in each carburettor. You can measure the amount of petrol in each carburettor as follows:
Flood the carburettor, close the fuel tap, open each carburettor one after another by unscrewing the float chamber bolt, drain the petrol into a small vessel and measure the exact amount, e.g. with a chemist's syringe.

Problem 4: The engine starts up, maintains even tickover and initially picks up well. It is only when you wind open the throttle that it refuses to perform properly.

Possible cause:
Indicates the mixture is too lean

You open the throttle and nothing happens, as though the ignition has cut out. If you close the throttle the engine begins to respond correctly.

Indicates the mixture is too rich

You open the throttle and the engine judders, accelerates slowly, especially if you open the throttle slowly. At some point the engine picks up and gains speed.

Help: If the symptoms point to the mixture being too rich: fit a new atomiser and needle. Wear in the order of 0.01mm means that aperture in the atomiser increases and the needle becomes thinner. The circular opening around the needle is enlarged, and the flow of petrol increases. This means that the motorcycle is running on too rich a mixture.

If the symptoms point to the mixture being too lean: check the float level, use another type of needle, e.g. instead of K1 try K14. This is 0.03mm thicker than a K1. In rarer cases you will have to select a different size atomiser.

Problem 5: You are already riding fast in 4^{th} gear, you change up to 5^{th} and wind open the throttle, but the motorcycle will not go any faster, instead it loses speed or a few seconds later begins to judder. You have the impression that if you shut the throttle the bike becomes faster again.

Possible cause: Most probably the main jet is too large (the mixture is too rich).
Help: Try a main jet which is 0.15 mm smaller and see if the symptoms disappear.

If the symptoms in question persist, the trouble may be elsewhere, e.g. bad earth connections between the engine/ frame/ ignition system. There may be other problems with the ignition system which are hard to find. It may also be necessary to use a different carburettor needle.

If by using a much smaller main jet the problem gets a lot worse, then the main jet will have become far too small (DANGER: you risk holing a piston). Replace the original main jet with one that is 0.15mm larger. If this leads to an improvement, then check if this is sufficient, or if it should be even larger in order to avoid running too lean a mixture.

For example, if a 160 main jet is fitted and the problems disappear with one that is 0.15 mm smaller, i.e. a 145 main jet, try one that is 0.05mm larger at 150. If the problem resurfaces, revert to 145. If all goes well using a 150, increase the size by 0.05mm to 155. If the engines still performs well, then keep this setting, because the problem existed when you were running a 160 main jet. Otherwise, switch back to 150, because this would seem to be the right size. It is important to understand the logic of the steps involved – you have to figure out whether the motor's performance improves or gets worse by testing whether the engine is running on too lean or too rich a mixture.

The same is true for carburettor needles. As a rule three possible height settings exist. What is more, for the 32-40mm round-slide PHF carbs there are some 50 different types of needles, which undoubtedly complicates things for the average home mechanic somewhat....

This may cost money, but unless you invest in an assortment of idle and main jets, at least two other needles for a leaner and a richer mixture, then you need not even begin....

You should also remember that there are also situations where for instance you need a needle with a thinner point or a larger main jet.

I hope that some of my comments have helped you to identify any problems that you may have so that you can have more fun riding your Laverda or any other bike.

Just putting this section together was quite a task. I changed it several times and passed it around for proof-reading, changed it again until I finally felt it was ok – it is extremely difficult for me to write about stuff like this because I'd rather be riding my Laverda.

11,000 km of riding with Laverda!

Once again so many kilometres this year, but the wetter wasn't that consistent all the time. We also had the regular meetings that we have every year.

May 1st, Rally to Italy

As always, we took off at three in the morning. With about 40 motorcycles, the Konstanz elite was ready for the first trip, which took us up icy roads to Fluelen, Ofenpass then past Bolzano and Trento to Monte Grappa and Maurizio, where the Laverda meeting takes place every year. From there on, it rained for the next six days, so that the journey through Vicenza, Parma, La Spezia to the final destination Levanto was pretty wet. Luckily, we know the Cucaro Club hidden in the mountains, which we occupy every year as our starting camp. Instead of our daily practice rides over Passo Bracco, we weren't interested in who is the fastest, but who can drink the most beer. Other than that we had to take care of damage on three motorcycles, which had problems because of ice and on four others which were victims to some crank that couldn't be seen by rain and fog on the road 6 km from the Cucaro Club.

Sometimes it is good to ride slow thanks to roommates like Sozia on the 1000 Shark and my girlfriend with the 3 ½ Morini, otherwise the other four would have certainly also been wrapped around the crank Luckily, it was just a little material damage and the riders we're all in a good mood despite the rain, because there was a really big bar where they bought a lot of drinks for us.

😐 Summary, only 1600 wet kilometres, otherwise, it would have been 2500 dry kilometres – but at least there were good parties.

Pastice Rally Southern France

As always, the hard core of riders from the Konstanz area. We basically were there for ten days on our own costs and after the weather disappointment at the May 1st rally, we we're able to take advantage of the tyres up to the extreme edges on the right and left in the Grand Canyon du Verdun and Ardeche.

☺ 2738 Laverda 1000 Shark km that were really a lot of fun.

Vezio Southern Switzerland near Bellinzona

There was awesome weather and I rode to this meeting with the English that takes place there every year to see a few friends of mine. The direct route there and back was around 450 km; I made it by doing 869 curvy km and my 750S from 1969 really enjoyed this ride as well as our weekend excursion to France to Anneau du Rhin, a race track a bit beyond Colmar, where the Bossee Team from Konstanz had arranged an event and other short excursions.

☺ I can always recommend the meetings with the English. You should participate in one.

Back to Italy

At the end of July, my girlfriend, 750S and 3 ½ Morini, and I went down to Italy towards Levanto, but thanks to the unsteady weather we only rode 1658 kilometres. At least the nights were mostly dry, because we slept outside most of the time.
☺ At the sea it was almost always dry and the Caipirinhas we drank were damn good.

Summer Holiday in France
The highlight of the year 2002 – two weeks and I only hat to put on my rain gear once as a precaution. The other guys made fun of me for doing so. 3167 km with 1000 Shark. Take off on Saturday, August 24th, 2002. First the meeting with the Swiss Laverda Club which took place between Grimsel and the Simplon Pass in the mountains. On the next morning, Anne and Christian the early-bird already took off, while the other three of us – Dieter, André and me – slept off our hangover. Late in the afternoon, we continued on past the Grand St. Bernard, the small St. Bernard, Col de l'Iseran, Val du Mt. Cenin and Col de Galibière, where we found a nice place to sleep in the meadow. The next day (Monday) we headed towards the raceway Ledenon, where the Bosee Team from Konstanz had organized a three day racing event. Our early-birds had also got up too early this day and arrived very early and totally drenched in Ledenon.
Our long-sleeper-rhythm spared us the heavy rainstorm that went on all day around the raceway. All we got to see were clouds moving away and wet streets and arrived up on the raceway when it was already all dark and quiet. However, we were lucky – my girlfriend, who took a nice, relaxing ride through Italy to Ledenon arrived five minutes later, so that we got quite a bit of travel fuel in the form of canned German beer. Then we spent two days watching how those guys flew around the racetrack, got a little wild at the farewell- party and then took off for Ardeche, where Dieter, who was riding at an unbelievable speed, crashed with his XJ 900 for the first time and bent the whole thing out of shape. He didn't remember that I had to screw off my main stand because it had broken off due to wear and tear. That's why I could suddenly ride much quicker in a more sloping position around the left curves, having gained a little more freedom to manoeuvre the bike. Dieter also should have removed this part. Then he wouldn't have levered himself out of the curve. Oh well, except for a sprained thumb on his right hand, it was nothing and after five hours of relaxing work along the Ardeche, we brought the Yamaha part back into form that it would have worked fine with a twisted fork.
We rode on straight through the southern French countryside towards Italy along streets and passes that we couldn't even find on a map 1:300.000. This also included 28km of gravel passes, for which André's FZR 1000 with total casing wasn't really as adequate as the Yamaha XJ 900 and my 1000 Laverda.
In any case, an Offroad KTM driver, that we ran into at the peak of the gravel pass, was completely shocked, when he saw our vehicles. Meanwhile, we also took a relaxing break laying in the sun and swimming in the sea. Unfortunately, there was another long left curve on the way to Italy around Mandello on Lake Como, where André – who was riding ahead of us at an unbelievable speed - wound up on an invisible, slippery subsoil. The consequence was that the bike was as scratched on the left side as the right side (it already was that way when he bought the bike). And then we rode all around non-stop through Italy until the gas pump of the FZR broke. Our many attempts at repairing it helped us get to Mandello, but we couldn't get any further. André has been celebrating his birthday for almost 8 years (since his 30th) in Mandello in the Al Verda, and that's why 28 people from Konstanz joined us. Most of them arrived on motorcycles and there was another great party. Yup, and two weeks blew by just like that. Another 3167 km on the bike, two busted tyres and two old Japanese motorcycles that were no longer functioning properly.

☺ Summary – a great holiday, in which my Laverda 1000 proved once again that it is the state of the art in Italian motorcycles.

Meeting of the Amical Laverda 750 in France near Strasbourg
This meeting was really right around the corner from Konstanz, only 290 km.
It was Friday, October 25th, 2002. It was the weekend when the they predicted storms with winds over 100 km/h and non-stop rain. I put on my rain gear in the shop and riding really sucked. Brutal wind from the side and rain, rain, rain. But we arrived at our destination about 30km beyond Strasbourg about 4 hours later. It was a larger house with massive storage space, a kitchen and a party room with an open fire, where almost all of the 35 Laverda riders sat around to get dry. In the French tradition there was an excellent 3-course meal. Once we paid the 49 euro entry fee, beer was free and about 4 in the morning I really had to hit the sack. Saturday was dry, and me and some of the other guys decided to skip it. While the others went for spin, we went back to sleep until they got back. A wonderful three hour lunch helped us regain our energy and then went out for an afternoon excursion. They planned a visit to the Citroen 2CV museum nearby, where there were really unbelievable mutations of the legendary "deux cheveaux". After this museum tour we rode up an 8km curvy road to

the top of a mountain and we started to have more problems with two ridiculously little things. I had known for a while that the red cable (plus cord) wasn't sitting properly in the connector of the DMC ignition box, but for several 1000km I had put a piece of cardboard between the ignition box and the ride covers, which was a reliable solution for the problem. However, the cardboard that I had totally forgotten about was softened by the rain, which interrupted the contact. This led to a major misfire in the exhaust system, which blew out the aluminum silencer, which was already loose, from my special silencers that I have on my 1000 shark. A guy from Holland with a 750 Laverda had given me the lost parts in almost perfect condition. Along with that, a piece of cardboard had also secured my cable. Back at our base, there was once again delicious food at this wonderfully organised meeting and then I went to catch some sleep a little earlier at 1 in the morning. Despite the continued crazy storm I could travel home on Sunday in good shape in pretty dry weather, with a properly functioning piece of cardboard on the ignition box and a missing aluminum silencers.

☺ Summary– The trip was really wet, in total 582 km, but it kind of went together well with the last excursion of 2002, because we weren't really planning on staying sober anyway.

I only hope that I can accomplish this winter what I was planning to do last winter – repair my exhaust system, because it's really on its last legs. I should also do a complete servicing of my own motorcycle that I ride with the most during the year, because I've put that off too except for the oil change. But that's proof of how good the 1000 models from 1975 are. I also hope to finish both of my 200 Laverda because I've been meaning to do a 2500 to 3000km tour of France and Italy with my girlfriend for some time now. Oh well, you'll hear more about this in the spring newsletter if we don't have to cancel it because of lack of time.

I'm looking for some stuff again!

There are often Laverda parts that come from cars or have been built into other kinds of motorcycles. I still haven't been able to find the following parts, which currently are unavailable:

1.) **Idle Light Switches**: The same part is used for 350, 500, 750 and three-cylinder Laverdas, as well as the new 650 and 668 Laverdas. I just cant find them anymore. Maybe someone knows where to get this part. Let me know!
2.) **Condenser for contact breakers on 750 Laverdas**: According to the handbook, it is supposed to have 0.25 Microfarad. There are plenty of them, but I'm looking for one that you can build into the original contact breaker plate. If anyone knows more about this, I'd appreciate a tip.
3.) **Blinker 1000 RGS, RGA and 1000 SFC**: These part also suddenly became scarce commodity. I haven't seen another motorcycle with these or similar turn signal holder and outer parts. If anyone knows, he or she would do the world of Laverda a big favour by giving me a clue because with a blinker like that you easily can get stuck somewhere when shunting the bike, because you might easily get stuck somewhere when operating the bike.

Back in stock soon

I often find a fitting replacement for Laverda parts. For example, one of them is the **Fuel Tap!**
The 750 models as well as most 180° models all come with this cube-formed aluminum fuel tap with a diameter of 4 mm and a ca. 3.5 cm long lever to open and close the tap, which has been out of stock for a long time. For years now, we've been making use of the fuel tap of the Laverda 1000-120° models as a replacement. It has a completely different form and plastic lever. The old original fuel tap for the right or left will be available soon. However, it is chromed, which actually is an improvement. Luckily, it will only cost a little more (2-3 euro) than the ones from our catalogue with a plastic lever. I'm not really sure yet, because I still have to get some mounting nuts for the fuel taps made with the proper screw sizes so that they fit into the Laverda tank.

Spoke Wheel Sets for 180 and 120 Three Cylinders

We finally have spoke wheel sets from our three cylinder catalogue chapter 65 in stock.

For 120° Laverdas both complete spoke wheels cost 1300 euro

For 180° Laverdas both sets of spoke wheels including special brake anchors and brake pliers cost 1450 euro. The hubs are created from scratch and moulded and can also be bought individually. Front hub 454 euro, back nub 514 euro.

Outer Dust cover rubber for Clutch Pistons in the cover

We've finally found some of those dust cover rubbers that protect the clutch pistons on the right of the motor cover from dirt and are listed in our three-cylinder catalogue chapter 72, number 3 (order number 72-3). A piece of dust cover rubber with an O-ring to seal it of the 31mm pistons costs 21 euro.

Exhaust pipes long versrion SF1-3!

You know these bends from our catalogue, chapter 18, order number 18-36 A and 18-37 A. When you use these longer bends; the large underslung large balance box under the motor drops off. However, this has some small disadvantages, as described in the catalogue.

We have these bends produced in a steel chromed edition with a connecting pipe in front of the motor, similar to those on the S and SF models, order number 18-55 and 18-57. This is an improvement. This means that whoever orders this sets of bends starting next year will automatically get the new kind. The price will change, but has yet to be determined and will be listed later in the price correction list.

Video Part 1!
After the first part of our legendary video part one was sold out about a year ago and since we have secured about 30 copies for us, we've decided to have 100 copies made again. These will be ready by the end of December. So for those of you who haven't seen it yet, request it next time you put in an order. Around 800 people who have bought it since 1995 have already enjoyed it. Unfortunately, it's a little more expensive than in the past at 22 euro because companies that copy videos have raised their prices in the past 3 years.

Video Part 2
I think about getting it finished more than once a year. More than half is already finished, but it's going to take about two or three more years. Sorry!

The Video and the Book from the Laverda Shop: 50 years of Laverda!
50 Years of Laverda History can be ordered from the first chapter of our catalogues – just before Christmas (unfortunately this newsletter is a little late to let you know on time). The book, 168 pages, order number 0-82, for the previous price of 76 euro, the video, ca. 20 minutes, order number 0-98, has unfortunately become a little more expensive, because Aprilia determines the prices now.

For sale 5 x 180° Laverdas
At the moment we're selling four 1000 – 180° Laverdas with a Bosch alternator and a 1000 – 180° with ND Lima and a hydraulic clutch. None of them can be driven yet, and are partially incomplete and must be restored, and some of them are in really bad shape. The prices are between 500 and 2400 euro. For all vehicles, new parts for around 1000 euro must be bought, which you would need to restore the bikes anyway. This guarantees that the bikes are repaired and not just destroyed. I hope to have taken pictures of everything by the end of February 2003. This way I could send everyone who is interested a bunch of pictures.

650 – 668 Laverda
We just bought one of those Laverdas as a 650 Formula – complete, but with a broken motor. This means that we can just remove the parts if we need something.

LB 125 Custom Laverda
The ultimative Laverda Cruiser is complete except for a chrome retaining bracket in the back and the back light and it runs. Condition 3, with Italian paperwork to those who would like to fix it up or as extra spare parts for all 125's with a Laverda motor. Price 200 euro.

For sale 1 x 750 SF year 1972
It runs, average condition. It was built be someone, but he was just a novice. The exhaust system is missing. That should be repaired. The price 1500 euro plus a new exhaust system with a motor seal. Hopefully, there will be a picture of it at the end of February.

Price changes in general
Luckily, most things haven't become much more expensive in 2002. We were also able to prevent additional price increases because we have a giant assortment of individual parts in stock in the shop. However, for those articles where that was not possible, we will add a price correction list to our Internet site at the end of February 2003. You can then print it out and put it the catalogue from 2002. This way we all save money on the catalogues.
Of course, we also add a catalogue to every order that we ship out so that everyone is up to date. The prices in our Internet Shop are always the most current prices (except of course for a few errors that appear sometimes).

Laverda Factory (Aprilia)

In 2003 Aprilia bought Laverda and since this newsletter is so late, most of you already know that Aprilia is really planning to build a motorcycle with the name Laverda. In the German "Motorradheft" Nr. 26 from December 6th, 2002, there was a two-sided survey. Plus there is a lot of stuff on this issue on the Internet at www.laverda.it. We will have to see whom the very futuristic design and the 1000 cm³ V-Motor of the Aprilia 1000 appeals to. At a Laverda event in Italy on November 15th and 16th 2002 with more than 100 Laverdisti as well as Ivano Beggio, the head of Aprilia and where we could see five slides of this new Laverda, we felt that a three-cylinder motor would have been better, but you can't have it all at once.

Laverda Event in Caorle near Venice

As we just mentioned, a big Laverda Raduno was held by the Belgian importer and the Laverda Club Veneto of Italy on November 15th and 16th, 2002. More than 100 Belgians, French, some Dutch people and me as the only German didn't want to miss out on this program. On Friday morning there was a tour of the Aprilia factory in Scorze with lunch afterwards in the Aprilia cafeteria. Then we headed back towards Carole with overcrowded busses, where we were able to taste some wine from the one of the members of the Laverda Club Veneto who owns a wine shop. Then we went back to the two hotels and met in a large pizzeria where there was a big party. On Saturday morning we travelled to the harbour where the tourist boats sail off and there was a whole boat waiting for us. However, there was a wet surprise for us at the main landing docks. The seaside walkway and everything around it stood 15 cm under water. Well, I preferred to take off my shoes and socks and pull my pants up to my knees and take off. The most of the others tried out the blue garbage bags that they had given all of us, but most of them ripped open right away so that everyone's shoes got wet. This excursion would have been great with some sun and warm feet. After an hour, I decided to sit down in a dry bar. Once the low tide came in and the water moved out, I was able to take a look at a few old streets of Venice with shoes on my feet. At 4pm the bus picked us up and unfortunately four people were still missing. But they were back for the Gala-Dinner with six courses. After speeches by the Ivano Beggio, the head of Aprilia, there were some great Laverda Videos and some slide shows from all periods of Laverda history and some prizes for the heroic Belgian Laverda Cup racers with new 750 Laverda. Communication was a little bit complicated but fun thanks to my French friend Jean Paul. We both speak English, so that he was able to translate everything in French into English for me. An Italian guy, who speaks French translated all the Italian in to French, which he passed on to me in English.

I tell you, after every Laverda meeting, my English keeps getting better, which certainly doesn't hurt. Almost all of the Belgians and French had arrived by airplane, which was all included in the package. I had rented a truck because I had some other stuff planned.

More than 2.5 Tonnes of Laverda parts

I had already planned on going to Italy with my 28 year old Volkswagen bus and trailer to the Laverda event in Caorle as an opportunity to pick up 2 ½ 1000 Laverdas that I had bought almost a year and a half ago around Padova. Several weeks before this event Aprilia had informed all dealers around the world that they want to get rid of that warehouse with parts for old Laverdas. Ever since 1993 we've been buying larger amounts of parts whenever Laverda was bought out by someone else. This time, I filled up a whole truck – the largest amount of parts we've ever bought at once. Since these parts had been packed up at Aprilia and were ready, and since I was going to ride with the VW bus (takes 16 litres of Super Plus Gasoline) and because transporting so much stuff is expensive, I decided to rent a truck that only takes 22 litres of diesel and has heat. Since I had a lot of room, I planned on 7 days in Italy with the Laverda weekend and travelled from one distributor to the next picked up everything myself for a change. During the trip back through Austria where I was stopped by the police, it turned out that I couldn't have loaded another piece of chocolate onto the truck after they weighed everything. Otherwise I would have got a ticket. It was a pretty heated discussion but luckily they let me go. Now the shelves are so full that they are about to burst. An these extra stocks will guarantee that the parts won't become more expensive in the next year. Other than that, we've got a lot of stuff that we didn't deliver or weren't able to deliver anymore. You'll receive a list of these things in February by e-mail.

Here in brief – there are more than 350 parts that we have received, although we have some of them only in very small quantities.

Everything 20-30 years old original new parts: Tanks for 1000 and 1200, Frames 1000-1, 3CL, 1200 and 120° Jota, motor chassis 180° and 120°, original 32mm carburettors, instruments board units 1200 TS, RGA, 120° Jota, RGS and 600 OR. Individual tachometers with miles for 1200 TS, RGA and 120° Jota as well as some with the kilometre units in the middle. Rim wheels for RGS and 1000 SFC and more than 350 smaller parts, most of which are listed in our catalogues anyway. What we do have now since the last delivery are chain slipper rubbers for the rear swing arm for 1000 SFC, 600 OR and RGS, and almost all screens for three cylinder models are still in stock with some exceptions. As already mentioned, the list will come by email in the end of February. There is also some stuff for Atlas 600 OR and 500.

Emergency Plan for January 2003

☞ **Sending parts**

Since we had to deal with the Euro for 6 months in the winter 2001-2002 and therefore had to postpone some jobs for our very understanding customers to this winter, we want to massively increase our capacity for everyone who still wants to bring their motorcycle to us this winter. This way we will hopefully have even more satisfied customers this winter. That's why we've organised the shipping process for replacement parts differently starting November 1st, 2002. The telephone hours haven't changed. They are still Thursday from 3pm to 6pm. In order to ship out parts in a more rational matter, we've decided to only ship them out on Tuesdays and Thursdays, which is working out very well. This of course means you may have to wait a bit longer for your parts, but we felt that this wouldn't be a big problem in the winter anyway. This system has proven to function for us too, because otherwise, I wouldn't have had the time to write this very elaborate newsletter, which I'm late with anyway.

As of March 1st, 2003, we will be send out parts on a daily basis as usual. Thanks for your understanding!

☞ **Closed**

From December 24th, 2002 through January 12th, 2003 our shop will be closed like every year (I have to finish up two more motors as soon as possible). During this time we are not able to ship replacement parts. Thanks again for your understanding.

☞ **Telephone Hours**

As of Monday, January 6th, 2003, we will reduce our telephone hours for one month and if necessary for February 2003 as well. This means we will only be here for you from Monday to Wednesday, from 3pm to 6pm. This means that I can work one day more each week on other important stuff. Once again, we kindly request you to order more by letter, fax or through our Internet Shop and only discuss technical matters over the phone. This has been working out great because in 2001 only 53% had ordered by mail, fax or Internet, whereas in 2002 it was already 62%. This of course leaves us more time during the telephone hours for technical matters.

As of Jan. 1st, 2002 new regulations for credit cards – important for foreign customers

Up to now it was sufficient to give us the 16-digit number and the expiration date of the Visa or Euro/Mastercard. As of January 1st, 2003, we additionally have to request the card check number, which is printed on the backside of the card in the signature area. So we request you to give us not only 16-digit number and the expiration date of the Visa or Mastercard, but also the card check number in the signature area with every order. Just take a quick look at your credit card and this number so that nothing gets mixed up during your next order.

You know that only foreign customers can pay for sums up to 120 euro with their credit cards because we can send small orders as packages at a low costs. For 120euro and above we send by cash on delivery. Since it costs us a tremendous amount of time to consult almost 2000 foreign customers when the credit card number is not correct, we send out such orders by cash on delivery. So please make out the credit card data including the card check number in the signature area very carefully and legibly. We are able to send out your products quickly and inexpensively, if you do so.

If you have problems with your Laverda, we'd be glad to help you, but just remember:

- Please refrain from sending us any kind of written question by letter, fax, or e-mail. Years of experience have shown that things like that can only be solved in a simple and uncomplicated manner over the telephone. So save your time by not writing long letters. Thanks for your co-operation.

We only speak German and English

For our foreign customers this regards trouble-shooting letters, faxes or e-mails. I can speak English myself by I really can't read a letter in English at all, let alone write a letter in English. Some of our co-workers are able to write English, but they do not really have too much knowledge on Laverdas. This means that a reply involves the time-consuming co-operation of two people. Can you understand what I mean? I would have to deal with stuff like which would tremendously disrupt our reliable world-wide shipping service of replacement parts. That is also the reason why requests like that only will get a standard response. Please call Andy during the telephone hours. My reliable helpers make it possible for me to work productively 100% outside of the telephone hours. This way we can remain as dependable and quick as possible in shipping replacement parts. I only wanted to mention that one more time because there has been a massive increase in troubleshooting questions by e-mail. Until now this system has worked out great and with your help it will stay that way in the future.

If you do your part, we do ours! And now I really should say to you all over the world that every company could be proud to have such great customers as we do, with whom we work together really well.

Complements to all you out there!!

We thank you for your understanding and great co-operation because things only work out well and in your interest if you read our newsletters carefully and pay attention to the important stuff.

So here we are at the end of the newsletter. We wish all Laverdisti a happy 2003.

Greetings from Andy, Alfred, Anne, Louis and Rolf