LAVERDA RACING TEAM KONSTANZ
THE LAVERDA-PARADIES

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- **Large store of spare parts (new and old) with over 3500 parts immediately deliverable.**
- **Lead-free cylinder head conversions and rebores.**
- **Engine rebuilds and tuning with TÜV compliance, carburettor tuning modifications.**
- **In short, if it has anything to do with a *LAVERDA* then you are at the right address.**

SUMMER NEWSLETTER 2007 written by Andy

D Dieser Rundbrief ist in Deutsch, Französisch und Englisch erhältlich
GB This news letter is available in German, English and French
F Cette circulaire est disponible en allemand, français et anglais

D - Bitte gib uns unbedingt deine E-Mail Adresse wenn du noch nie unsere Info Rundmails erhalten hast!
GB - Please give us your email address if you haven't received our info mails so far
F - Indique nous s'il te plaît ton adresse e-mail si tu n'as jamais reçu nos e-mails d'information !

Hello dear Laverda friends,

Since March the weather has been fantastic here in south-west Germany. Which is probably the reason why the demand for parts was running so extremely good even as early as March, which is why the Dispatch Department was having problems trying to keep up with the demand..
Also the workshop was as overloaded just as it is during the winter period.
This also is due to the reason that we are looking for a new employee, who will fit in well and support with the rest of our well-oiled-team, though has proven difficult to find. However it could also be due to the extra load of workshop tasks, especially the mail-order section has grown considerably during the last years, so that we all have to commit ourselves to heavy work loads and many hours overtime. So that the peak periods now extend around the clock and the light in the dispatch centre keeps burning to try and have all orders processed – this year we have set a new record of over 100 deliveries within 24 hours. So if you know someone that has the talents of sales, logistics (with technical abilities regarding motorcycles) and has group leading qualities, irrespective of gender, we would like to know. So that they could be eligible for the position of standby manager and dispatch leader for our Laverda parts worldwide.
At this point I would like to take the opportunity to offer my sincere thanks to all of our worldwide Laverda-Paradise customers for your loyalty and trust in us and of course not forgetting all of my staff that without hesitation worked towards getting all the customer orders and tasks completed by committing many hours overtime and effort onto completing customer tasks for your satisfaction. Again many thanks on all.

BILD 1

22. Pastis Rally 10 days, as always a pleasure
As with all of the staff including myself each has over 100 hours overtime, this was reason enough to be closed between 6–30 June 2007. It was a well deserved break for all.
I spent 10 days with my proven 1000 Shark Laverda in France and then at the 22 Pastis Rally. I only had to endure a 2 hour rain downpour that was a good excuse to have a break in a local pub. In all the 10 days and 3,719km there was no need for weather overalls, I wore down a set of tyres.
The rally meeting point – this year only 31 attended – was in Chanaz. This is a small village north of the lake Lac du Bourget, at Aix les Bains.
This was an advantage, as each person could choose a route that suited them, choosing either motorway or mountains to eventually arrive in Chanaz, having covered somewhere between 380-480km.
I started in the evening at 18:00 together with two friends, Jörg on his Speed Triple Triumph and Öxi with a Honda CBR 900R in streetfighter guise, using the Swiss motorway (**see Picture 1**).

After 240km we had an incident. My Laverda 1000 started to weave while travelling at around 120km/h. I then quickly overtook my 2 buddies though it didn't feel too comfortable. As we pulled over onto the hard-shoulder of the motorway it quickly became clear what was wrong. The rear tyre, that was changed together with the front and was only 240km old, was slowly loosing air pressure. We quickly got back on the bikes as we knew that there next petrol station was only 10km away. By the time we reached there, even less air was in the tyre. We had a look at the tyre, with an inner-tube fitted, which now only had hardly any pressure. We then pumped in 4bar of air and checked the tyre valve was not leaking and then the tyre surface for any penetration, but we found no cause for the loss of tyre pressure. Everything seemed to be okay and the tyre held its pressure. We were able to carry on our journey towards France, and then suddenly I started to feel the strange weaving again. It was now evening and in the dark we tried to think of a way of fixing the problem. Then in the small village were we were three bikers pulled over to help. It was Dieter, Wolfgang and Beate who had left Konstanz later than we had. Luckily for me Dieter had packed his 12V pump. This tool impressed not only me. In no time we had 4bar back in the tyre and we could continue, thankfully Dieter had let me hang onto the pump just in case it was needed again. Just before arriving at the first Rally destination, after about 80km, I could again sense that the air pressure was low.

After several relaxing beers and a goodnight sleep together with the rest of the 31 bikers and two support cars (**see Picture 2**) under the large canopy of the pub, my task for the day was to get to the bottom the tyre problem.
Nobody had packed tyre levers or even a puncture repair kit. So it seemed sensible to fit a new inner-tube, which of course had first to be purchased.

One of the two support cars was fully loaded with 300 cans of beer, for the essential needs of a rally, and so ensures sufficient provisions for any excursions to the forest or any other remote location. This car is always a favourite for all rally enthusiasts (**see Picture 3**). I got the key to the other support car that would anyway be left behind at the pub. I removed the petrol tank from my Laverda and due to not having a main stand, I lay the bike down on a wooden support. The rear wheel was removed and following the instructions from the pub landlord I headed for Aix-les-Bains, after a long hard search was able to find the tyre repair workshop. The workshop had inner-tubes available and equipment for replacing tyres. Unfortunately I had arrived during the lunch break; it wasn't till three o'clock in the afternoon before I arrived back with a repaired rear wheel for my Laverda. All other rally members were already well on their way to the second section Moustiers St.Marie, a small mountain village south of Digne-les-Bains near to Lac de Croix in Canyon du Verdon (**see Picture 4**). Finally at about 16:00 I could start confident that the tyre wasn't going to loose any more air pressure. I could quickly find the reason for the lost air pressure (for well over 20 years I always use a reputable tyre shop here in Konstanz) during tyre mounting a small sharp edged stone had somehow found itself on the inside of the tyre where only the inner-tube should be. This was a little bit annoying, though can easily happen if not checked carefully.

Riding alone is of course a good way to make progress and I decided even though it was late not to take the direct route Route Nationale, instead headed towards Grenoble in the mountains and then onto Briancon, Embrun, Col du Labouret, Digne-les-bains to arrive at 1am. The rest of the group were all well hidden in a clearing in the forest drinking beer in a disused hall.

The following morning we were severed an ample breakfast in Moustiers, after which most headed off to the nearby reservoir. I together with three buddies blasted off to the next petrol station in the Canyon, then back to the lake to freshen up.


BILD 5

On the third night the rally was coming to a close. With the last stage in Estoublon, another small quiet village with about 70km of curved roads.
The landlord of the pub, a woman, was pleased to see us arrive. Not just because she found our horde of bikers to be friendly, but also because this was the most profitable day of the year. She put together a fantastic cold buffet for a paltry 10€ per person. After copious volumes of beer, pastis finally tired out the group of 31 rally members, who then retired for a well earned rest either next to their bike in the village square or on a tent floor (**see Picture 5**). Hotel or other luxuries were never necessary. On the morning of the 4th day it was time for scrambled eggs and bacon. This is enough to arouse the meekest of souls ready for hard days toil. Most of the group got ready for the 2 day trip back home to Konstanz, which was around 850km away.


BILD 6

There were then only 10 people left. One headed off to the lake. While I set off to do some off-road riding with Thomas and Michael. Between Estoublon, Moustiers and the Canyon are plenty of gravel tracks that we wished to have a blast down. There were two single cylinder enduros and I was riding my 1000 Laverda (**see Picture 6**). Not a wise match would be the first impression, as I have already experienced it and went without any problems. We were able to hack it up the highest mountain, around 2000m high, where a star-observatory and radio-mast is located. The last section of the ride up was especially adventurous and needed a lot of upper body arm effort for the Laverda 1000 – weighed in at least 360kg including travel rack – to climb up the tight steep curves.

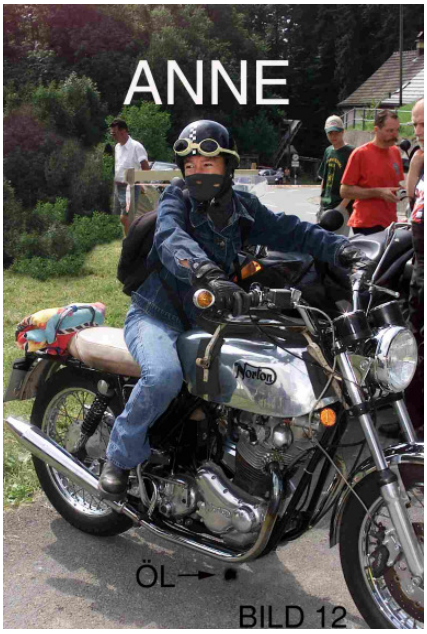
BILD 7

BILD 8

The gravel track up the mountain track could also be mastered with a Triumph Speed Triple and Honda CBR900R Streetfighter as Jörg and Öxi were able to demonstrate with me the previous day (**see Picture 7**). Though I did experience a slight off-road problem which cost me my Bosch engine side cover. Not that I ditched the bike but due to a tight left hand turn made of stones the size of tennis balls made me slide to the outer edge of the downhill track. There was a large sharp edged boulder, which I had to drift past. The lower "nose" of the Bosch side cover must have caught the boulder as I passed that caused the rear edge of the side cover to break off (**see arrow in Picture 8**). The broken part from the cover was nowhere to be found and must have rolled down the steep slope after being knocked off. This wasn't a problem as the hole in the side-cover as a temporary repair of a piece of card and sealing tape stopped any eventual rain or small stones entering and damaging the generator. The side-cover did its job of protecting the crank end with its large magnetic rotor. 180km of gravel tracks we successfully mastered.

We met up with the remaining group had something to eat and camped down in the forest clearing due to the suspect clouds. Our campsite was located under an enormous roof that had been used to park excavating equipment (**see Picture 9**).

On the morning of the 4th day a further 5 set off home, leaving just five to relax down a the reservoir then as evening was approaching we headed off to the mountains and the ghost village (actually an old Roman settlement), where we put up our camp for the night using sheets to protect against wind and any possible rain. Of course there was another gravel track several kilometres long to conquer (**see Picture10 and 11**).
On the morning of the 5th day we dismantled our camp and headed off to the next mountain village for some breakfast. Then with just three remaining we headed north. We considered riding to Crest, which lies east between Valence and Motelimar. But as several large dark clouds were approaching from that direction we then navigated not by map but decided the route depending on the clouds and their direction, we able to successfully avoid any bad weather.
As we approached Crest we came to a camping site for motorcyclists only. For those interested here is their internet address (www.lecampingmoto.com). This we had to see.



On the camping site next to the building for showering was a garage, and my two companions Anne (**see Picture 12**) (accountant of Laverda Paradies) on her Norton 850 Commando and Thomas on his Triumph Tiger, had both planned to do small inspection jobs on their bikes there.
To the amazement of all others at the camping site we were not carrying tents, but instead used a canvas cover over the bikes. That worked to protect against hot weather and evening moisture, and especially against rain, as long as it is put up properly!
A possibly soaking wet canvas is still usable the following evening compared to a tent that has been packed after being put away soaking wet after a downpour. Though again luck was with us as there was once again no rain.
Anne and Thomas set off the following morning in the direction of Switzerland to visit the annual English meeting in Vezio. I carried on alone in the direction of Ardeche and from there spent the next 5 days exploring small mountain dirt tracks right up to the evening of 17 June after covering 3,719km on dry roads and using up a set of tyres and having masses of fun I arrived back in Konstanz. During this ride all newly developed spare parts tested, which never go into production until they have covered 10,000km use, which gives me a very good excuse to make several more excursions on the bike.

Spare Part Production

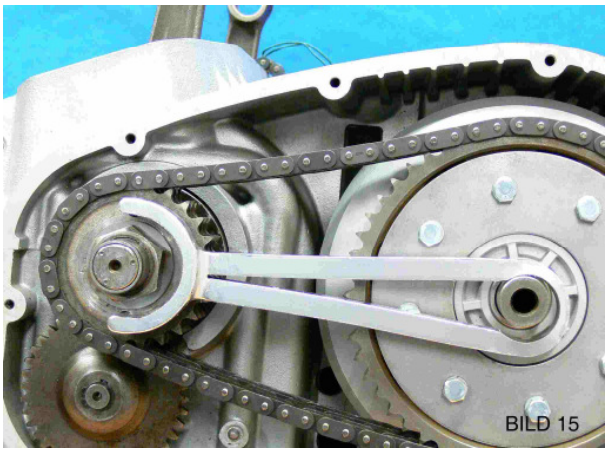
We are constantly producing new spare parts. During the three and a half weeks, during which we were closed, I was 10 days at the Pastis Rally. The rest of the time was spent on the dozens of spares that are slowly running down. As they are not available any where else, a solution will have to be found to produce them.
Therefore I have finished many technical drawings, part description for production, internet searches for trust worthy companies, applied for offers for spares production and as already notified in the pre-holiday mail that dispatch of spares was done Mondays late into the night (together with an employee that had to constantly interrupt their holiday) so that all orders on Tuesday 19 and 26 June were dispatched from the previous week.
Only a fraction of the new spare parts, that are currently complete are listed below:

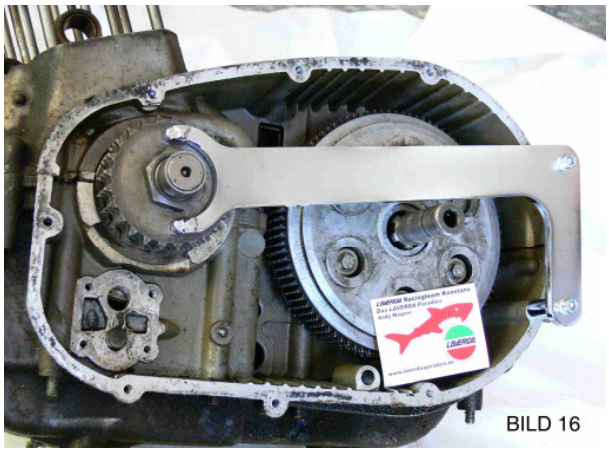
750 Freewheel Puller per piece 43.85 € Cod-No. 3-60

As there are always questions on this product so we have produced 50 pieces. The puller is secured to the thread of the pulley of the freewheel, to assist removal of that so often hard to remove part (**see Picture 13**).

Rotor Bosch Generator per piece 57.50 € Cod-No. 65-52

The original part is no longer available for the last year and a half. Though each year 2-4 customers request the part, so we have, with a lot of effort, made a technical drawing of the part. The key shaped form is laser cut from of 4mm steel plate, both round retaining pins are welded, the whole part is then glass-bead blasted before finally being sent to our good quality chromer. All this is available for the same price from 2005 coarsely made original part – for a production run of only 50 pieces (**see Picture 14**).



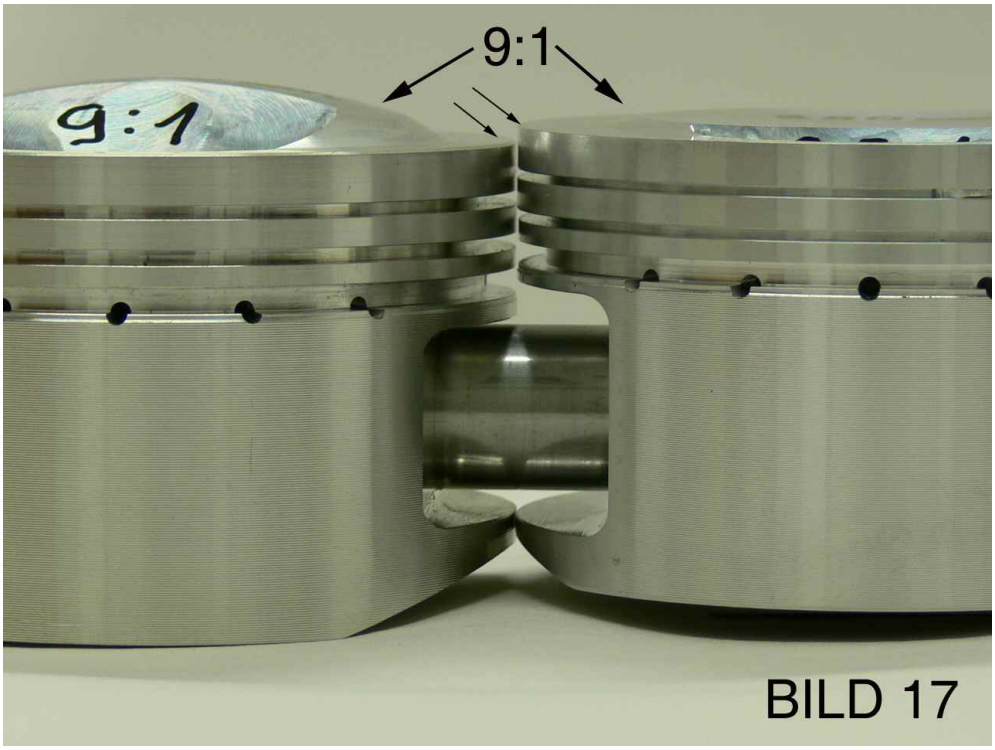


Crankshaft Locking Tool Primary Side for 1000/1200-180° und 120° Engine, per piece 67.09 € Cod-No. 65-47

Crankshaft Locking Tool Primary Side for 1000/1200-180° and 120° Engines per 67.09€ Cod-No. 65-47

In **Picture 15** you can see the original tool supplied by Laverda. This was supported at the gearbox mainshaft. As we often found, especially on the 180° Laverdas the gearbox mainshaft if often bent by 0.1mm, which begs the question why. If anything it is likely that this tool is the cause of the damage, especially due to the torque setting of the 32mm nut that should be 100Nm.

So to ensure a better solution, we have created a new tool for the job. This can be seen in **Picture 16**, the tool is now supported on the body, secured via 2 spacers. Also for this tool we have taken a lot of care. It is glass-bead blasted and finished in chrome.

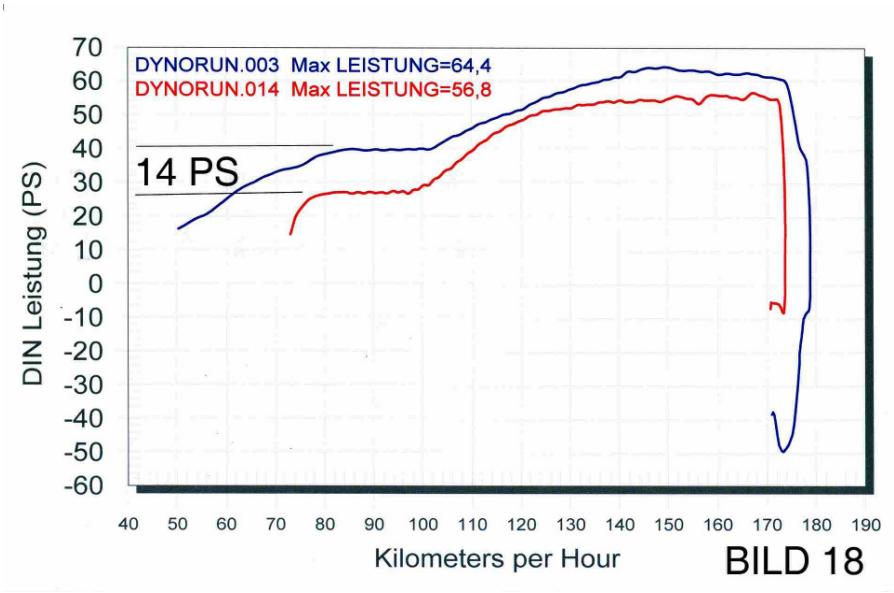


New 880 cm³ Pistons for 750 Laverda – Price not yet fixed, Cod-No. 32-1

In **Picture17** the piston on the left is the old version Ø 87mm piston with a domed crown, which normally produces a compression of 9:1. Over the years we have supplied dozens of such piston kits. Alfred and I have since winter of 2005-2006 considered how to get even more performance. The idea was to use a flat crown piston and the outer squish edge. Everything is so constructed so that the new flat piston can have a continuous increase in compression from 9:1 to 11:1. In **Picture17** the piston on the right with its clearly visible flat crown creates the same amount of compression as the domed crown, even if from the picture it doesn't look that way.

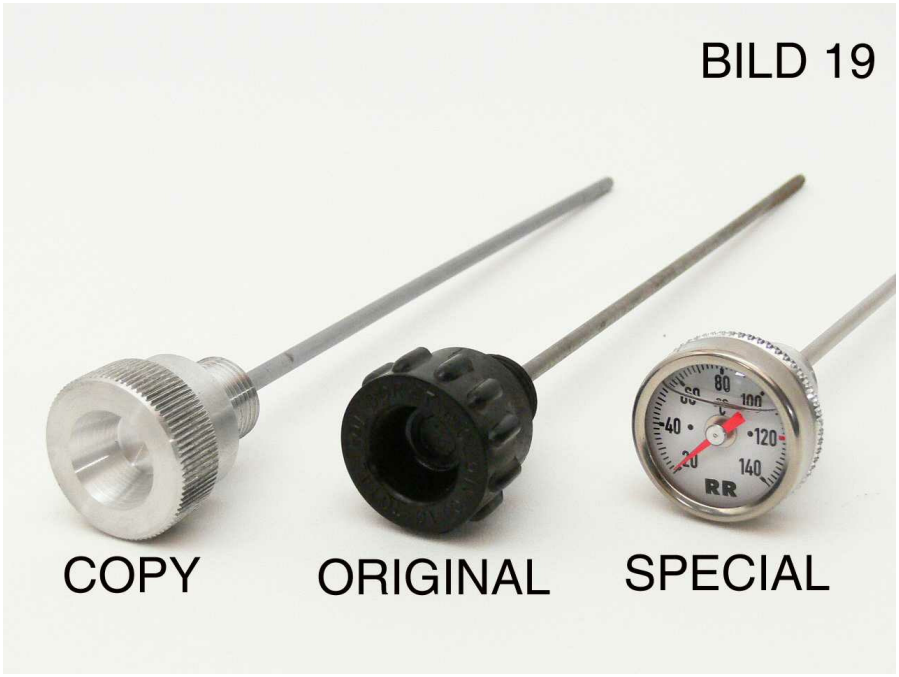
General advantages are:

1. piston becomes lighter
2. squish outer edge when the cylinder head is modified becomes more effective
3. new petrol-air charge can mix better as the domed-crown no longer inhibits the mixture flow. Additionally the flow of a fresh petrol-air charge is no longer inhibited by the domed piston crown as seen in Picture17 so that the new charge can flow freely and fill the volume better.
4. knocking stability of the engine is improved (a test engine with 11:1 compression is being prepared to validate this). Even with the domed-crown piston at 10:1 compression, problems are experienced if poor quality fuel is used.



The first prototype engine with flat 880cm³ pistons has already been installed into a customer's engine. He has already used the old domed-crown piston 880cm³ engine and covered over 10,000km so can compare performance the two different piston types. Also we have results from the Dynojet rolling road that speak for themselves, see **Picture18** performance curves. The lower red performance curve belongs to a newly built 750 SF2 engine; using original Ø 80mm forged Asso pistons with 10:1 compression. Camshaft is an original 7-1. The ports as well as several other features had been as optimised, so that this engine produced more performance than standard (about 5PS more).

The upper blue performance curve belongs to a newly completed 880cm³ SF2 engine with Ø 87mm forged special pistons and only 9:1 compression. Camshaft is also a standard 7-1, inlet valve increased from 41.5 5o 44mm and all ports optimised. This creates a hefty 14 PS more as the already tuned 750 engine with increased torque. Also up top there is more performance resulting in more fun. If the compression were to be increased from 9:1, which can be easily done, and together with a hotter SFC camshaft, you quickly get the impression to be sitting on a three cylinder Laverda. These piston kits are currently in production and will be deliverable soon, as the next winter will be coming around for sure.

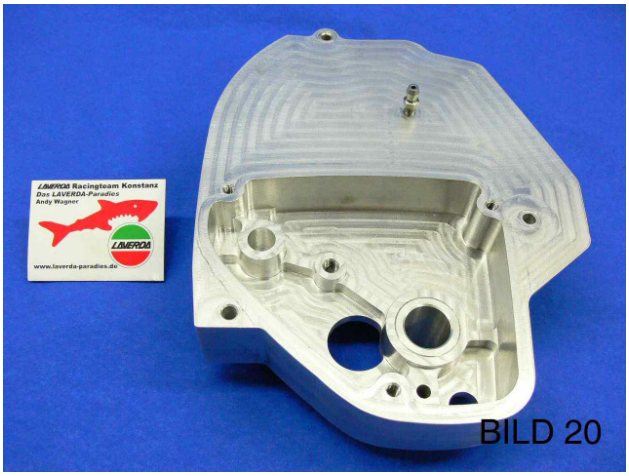


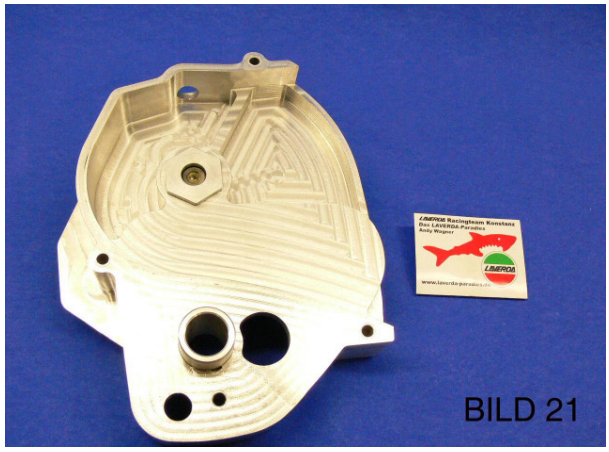
<u>Oil Dip Stick with Thermometer per piece 59.43 € Cod-No. 42-52B</u>

As we are slowly running out of dip sticks, we have made a new replacement for the 1000-180° with a aluminium head, refer to **Picture19** that costs 25.13€ <u>Cod-No. 42-52</u>. I was looking for a thermometer based dip stick as is often seen by other bikes, so I got in direct contact with the manufacturer. The problem was that they did not have suitable thread; the company reacted quickly and made an adapter to suit our needs. In the right of Picture19 you can see the new temperature sensor. This now fits all Laverda models 500, 750, 1000, 1200, 180° and also 120° engines. All that needs to be done is to place the oil level markers at right place with either a file or on a lathe and it is ready for use! The display is amazingly accurate when compared to a digital special meter that showed a maximum deviation of only 5°C. It is interesting to monitor how hot the engine gets under load and external ambient. This is useful to know when choosing the size of oil-cooler or to see how long it takes to get the huge Laverda engine to get up to 80°C oil temperature. It is a sensible investment, as even the oil temperature gauge on the 1000RGS or SFC is so imprecise that you can ignore them.

Hydraulic Clutch Cover Right Side for 180° Engines also Fits 750 Conversion

The prototypes can be seen in **Picture 20 and 21** are made using our high-tech CNC machines. A real piece of art cut from straight from a block! All corrections have been already noted, so that prefect copies can now be made. To complete such a job many hours work have to be invested, I am already pleased with the result. We should have them available in stock for delivery by the start of 2008.

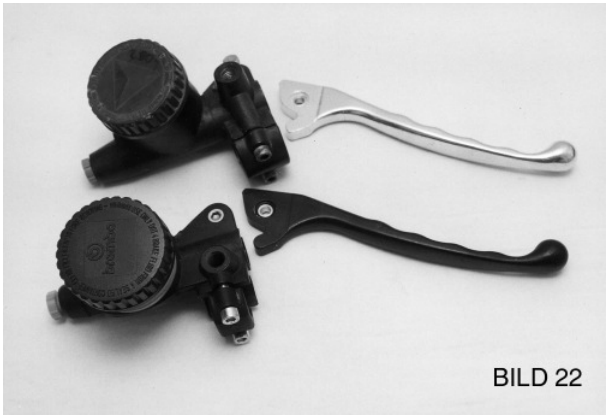




Front master cylinder PS 15 with round fluid reservoir and all others!

The PS 15 break pump, see **Picture22**, is no longer been available for years and our stores have been exhausted for about a year. Also a request to Brembo in Italy doesn't offer much hope.

That is why we have been looking for an alternative and think that we have found it. Normally they can be overhauled using a piston repair kit. Though if the inner bore is damaged then this no longer works.



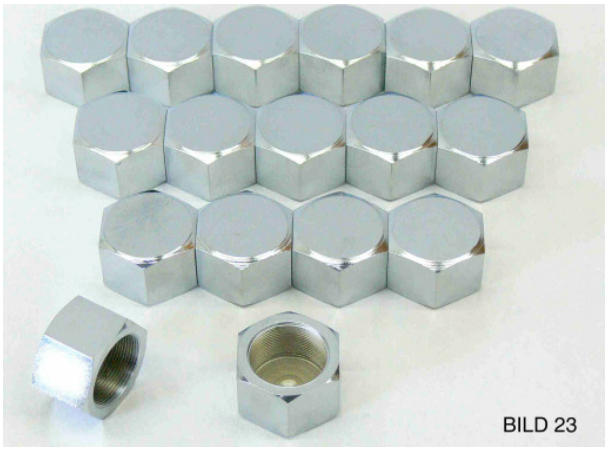
There is only one other possibility, to drill out the inner bore and press fit a sleeve. The inner bore is then honed to accept the piston repair kit.

As this is too time consuming to perform individually (and so too expensive) we do this as a part exchange service.

The costs for sleeving run up to 98.45€ and then the piston repair kit PS 15 currently at 26.13€ making 124.58€. A brand-new brake cylinder when last available cost 208.15€, which made the repair a much cheaper alternative.

Rear brake cylinders of all variations are available as NOS (New Old Stock). However the rear brake cylinder can be exchanged assuming that it has a defective inner bore making a cost reduction of 40€.

If anyone has a defective front PS 15 brake cylinder (though no non-repairable accident damage please) lying around, we will purchase them, we pay according to external condition 40-60€.



Fork Yoke Nut for Marzochhi Top Fork Yoke per piece 18.49€ Cod-No. 60-12

After all attempts had failed to turn up a source for this nut, for which we have about 2 requests per year, we have put together 17 pieces made from 30mm hexagon rest material. They have been glass-bead blasted and then chromed. So that we have stock even on parts that are seldom requested (**see Picture 23**).

Swingarm Bearing with Bronze Bush for all 750 (except 750-SFC) and all 1000+1200 (except 1000-120°) Set 129.79€ Cod-No. 14-64B

The needle bearing set, that we have sold fort he last 15years, are top quality and are well established. However we have decided to start bearing sets with bronze bushes that are more complicated to produce (**see Picture 24**).

BILD 24

The advantage with the bronze bush is the larger contact area to the spindle, and if serviced with grease at correct intervals are very durable, and the swing arm is secure and stable. Needle bearings need regular maintenance every 2000-3000km with a grease-gun though have a smaller contact area between the small rollers and their contact face, which leads to higher loading. Of course we have improved the bronze bush set. The bronze bushes are not pressed into position as the approved method but located as done with the under-dimensioned steering head bearing by being glued into position. This way the misalignment of the bearing seat in the swing-arm will be compensated for. Additionally any distortion of the bronze bush, during insertion by pressing is prevented by 100%, so that the bearing bore in the Bronze bush can work at much tighter tolerance and so produce less free-play. The kit will be supplied with special Loctite glue.

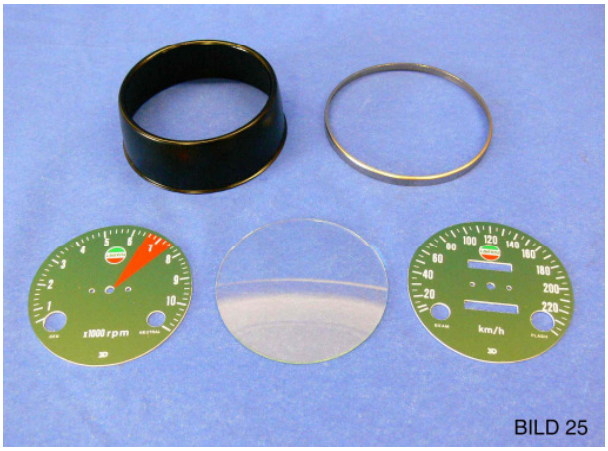


BILD 25

ND Speedometer and Rev-Counter Parts.

Speedometer and rev-counters are normally supplied as part of a part-exchange or we repair your instrument. As this can be a problem for some of our overseas customers, we offer some of the important parts individually (**see Picture 25**).

- clock-face ND for rev-counter, piece price 47.55€
- clock-face ND speedometer, piece price 47.55€
- glass face domed for rev-counter and speedometer, piece price 18.75€
- end-cover black for rev-counter and speedometer, piece price 38.60€
- sealing ring made of stainless steel, piece price 24.84€

The list of spares could go on forever, just take it as follows that – as you are already used to: it is an exception if we cannot deliver. Soon the internetshop will include information on availability by the use of a delivery-traffic light.

There is a lot to do!

As you can see on the occasional Laverda trips that I am still hard at work.
We are looking for qualified personnel, as already mentioned above; without success means that our team is constantly under time pressure.
Actually I am currently working on the new catalogues for the two and three cylinder Laverdas to make them another 50 pages thicker. Also the internetshop is being completely revised to update the good running but 10year old system. As this is turning out to be a difficult task we have had the following ideas:

All team members have each week many hours' overtime, and need to reduce them

The Dispatch Department as of the 1 August will always be closed on Mondays.
The reason for this, as our statistics have shown, Tuesday to be the lowest number of postal dispatches. Monday though has a lot of postal dispatches as a lot of customers use the weekend to comfortably surf the internetshop and order parts. So it seemed logical to perform postal dispatches on Tuesday, after the staff had a long restful weekend.
Customers within Germany and Europe should certainly receive their ordered parts by the weekend. <for all other days of the week it is business as usual.
I think that for you the customer, there will be no disadvantage, my dispatch staff are very happy with this decision, not forgetting that they work outstandingly, as you the customer can vouch for when receiving your dispatched parts.
Phone calls on Mondays after 15:00 remain unchanged.
So that I can at least finish one catalogue for the start of 2008, which is going to cost all involved about 1000 working hours, there is only one way to make it work:

Please pay attention to the following dates!

So that I can push on with the new catalogues and the new internetshop and not forgetting reducing the staff overtime hours:

We are closed
5 days from Monday, 06.08.2007 until 10.08.2007
5 days from Monday, 03.09.2007 until 07.09.2007
5 days from Monday, 01.10.2007 until 05.10.2007
5 days from Monday, 29.10.2007 until 02.11.2007
5 days from Monday, 03.12.2007 until 07.12.2007
4 weeks from, 24.12.2007 until 18.01.2008
In the above times there will be no phone call time and also no spare part dispatching. Order simply via the internetshop, per fax or letter, and your order will be sent no later that the following Tuesday.

Thank you all very much for your consideration.
Andy Wagner and the whole Team

Internetshop
As already mentioned the whole system is to be reprogrammed. After 10 years use we have got used to all the weaknesses of the old trusty system.
Optically there will be almost no change; even the interface should remain the same, as you the customer are happy with it.
I will be pleased for any helpful suggestions. In case you have any improvement ideas **pass them on now!**

The major changes fort he new internetshop are:

1. databank of the new shop will be extended from just under 2000 entries to around 3500 from stores directly deliverable parts.
2. Each position should have at least 1 photographic entry for the part and as with the catalogue there will be a section to part description and to relate Tips and Tricks, to reduce the chance of ordering the wrong part or incorrect assembly of the part.
3. there will be an availability traffic light
    - green means: can be delivered directly from stock
    - orange means: there will be further information to indicate the next date of availability
    - red means: currently not deliverable, will have to be manufactured

I can already say now that there will be few orange entries and almost no red fields.
When it is to be completed is not yet know. It is planned though to first release a demo version of the new software, so that you can test the new site and report back any comments or improvements. So that before a complete change is made all the initial bugs have been cleared up. After the massive problem we had with a software house in 2006 to 2007 due to incorrect handling of the increase in purchase tax and other new features, I am now even more sensitive to any software modifications.

As it is already clear there will be no Laverda-meet this year at out premises, very sorry about that.

With this rather sad note for all those that have already asked, if a Laverda-meet was to be held by us, I will now sign off this newsletter. I wish you all the best for the rest of this Laverda season and keep your wheels turning.

Forza Laverda!

Andy Wagner and Team