

# LAVERDA RACING TEAM KONSTANZ

## THE LAVERDA-PARADIES

Andy Wagner  
Oberlohnstr. 3 (Im Neuwerk)  
D-78467 Konstanz  
Tel. 0049-(0)7531/61198  
Fax 0049-(0)7531/53737  
Internetshop: [www.laverda-paradies.de](http://www.laverda-paradies.de)



- ☛ Large spare parts store: New & Used over 3500 items deliverable from stock
- ☛ Lead free conversions of cylinder head and reboring
- ☛ Reconditioning and Tuning, TÜV-preparation carburettor modification and other modifications
- ☛ Simply said if it has to do with LAVERDA, then You have come to the right address..

## NEWSLETTER WINTER 2008-2009 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

Hello dear Laverda friends,

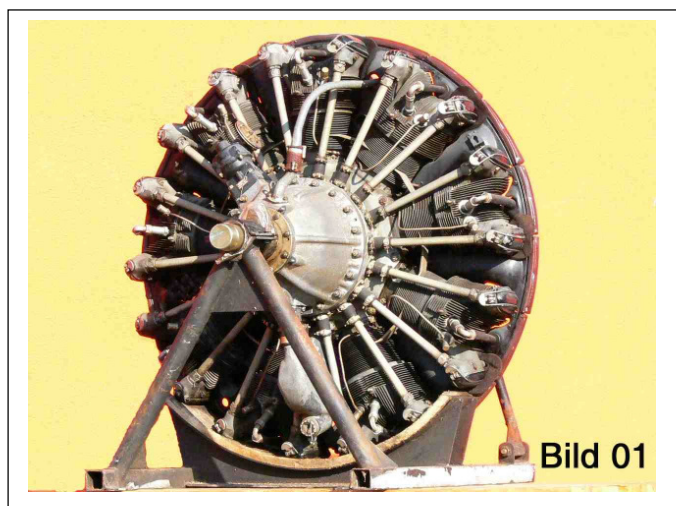
Hopefully as the year draws to an end you too have had a successful year and have covered many Laverda-miles. We wanted to put a few of these highlights to paper.

- ☺ Information and questions for you to give you the chance to tell us what you think, so that we can then provide you with an optimal service (Internet Feedback survey)
- ☺ 9 Cylinder aeroplane engine (Andy's new toy)
- ☺ Holiday with a 100 Laverda, T2 VW van and canoe
- ☺ 3 days riding Laverda what an experience! An opportunity that everyone should take
- ☺ Technical input and new parts
- ☺ From Christmas 2008 until the end of January 2009 there will be no telephone support! Please take a look at the notes at then end of the Newsletter

### **All customers please pay attention to the email sent together with this Newsletter.**

We need your opinion :

- 1.) We need to know your opinion regarding the problem that we are always closed for one week a month, so that we can get on completing jobs and completing large projects (are you able to accept this situation during the biking season or not). We hope to get a large amount of feedback from you from the appended link in the email, that comes together with this Newsletter so that we can provide the optimal service for you.
- 2.) Shipping of parts outside of Germany! (Fast and reliable but not cheap a good service you've been used to for the last 20 years or do you prefer a cheap not so reliable alternative) We also want your feedback: so that we know what you want.



### **9 Cylinder Radial Engine:**

This year during the middle of October at Europe's largest Old-timer Rally, the Veterama, I didn't buy any Laverda parts (as they were not worth having or too expensive, so that it would not have made economical sense), but did get my hands on something rather special.

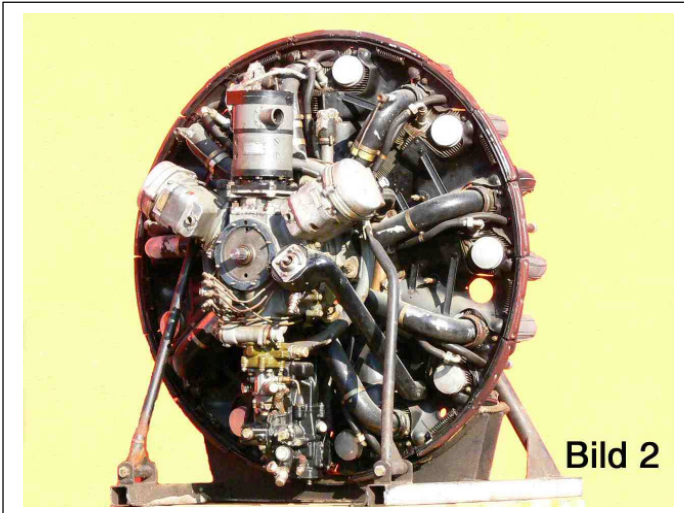
To go home not having bought something is like going motorcycling without a motorcycle, you just cant do it. About 3 years ago I saw an engine like this for sale at Veterama and had sleepless nights because of it, then it was sold to somebody else. This time I wasn't going to miss out. Take a look at **Picture 1**, view from the front, **Picture 2**, view from rear. This engine came from an aeroplane of type Cmelak LET Z-37A a Czech airplane, used mainly for spraying large farm fields with fertiliser.

Started in 1961 this plane was developed up until 1975 with about 600 planes built. The 9-cylinder radial engine was made by AVIA Type: M 462 RF and of which over 15000 were made. It is a 9 cylinder radial engine 6.2:1 compression with 100 mm bore giving a 10.1 Liter capacity. Delivering around 310 PS bringing and a top speed of about 200 km/h. So what do we do with something like this....Simple it's Playtime!

On Monday right after the Veterama I did some internet research and came up with a load of information about the plane and some general facts to radial engines. This thing weighs, with its approx 100 cm diameter only about 250 kg dry without the control system. When you think that a 3-cylinder Laverda engine easily brings around 95 kg on the scales, it really is a light-weight.

There are some fantastic clips related to model planes with radial engines take a look at:

[http://www.youtube.com/results?search\\_type=&search\\_query=sternmotoren&aq=f](http://www.youtube.com/results?search_type=&search_query=sternmotoren&aq=f)



Go ahead and take the time to have a look, at what some hobby guys are getting up to, there are some amazing things to see.

No sooner do you get possession of a radial engine, do you realise there are loads of nutters out there, that have these things standing in their living rooms. One Laverda customer, who happened also to be at Veterama, gave me an address to look at. From the internet I got more help. With all this assistance I tried to locate part for the rear side, and all documents for servicing assembly diagrams with all oil and fueling. With the aim of getting this thing running. When it gets that far you'll get to hear about it! If one of you out there just happens to have over 10 years of mechanical experience with such engines, we are going to have to have a chat, as I still have a lot to learn.



### Riding Laverda

Since May and the Pastis Rally which was a good 5000 km with the 1000 Laverda, there was only a 3 day weekend trip covering 991 km with the 750S to Lake Comer.

Since there was so much work to do here at Laverda-Paradise during the last weeks of August it wasn't possible to go on holiday, so I decided to take off during the 2<sup>nd</sup> week of September. You can't work all the time. Though this time it was completely different. A good friend of mine also came along, she came up with the idea to take the VW-Camper-T2 with a canoe on the roof and a 100 Laverda inside. **See Picture3**

It was off to the Provence in an area I always head for when I go to the Pastis Rally. With the canoe, sleeping bag and sleeping mat. A 2 day tour around Lac de St. Croix, a day trip in the Canyon du Verdon with the 100 Laverda, built in 1956, which on the 100 was somewhat slow going. The highlight was definitely the good weather.

One evening we got a flat tyre on the VW bus, on the rear near side. Out with the spare-tyre, that sits on the front bumper, jack-up the van and swap wheels, easy to fix even when you are so far from civilisation. We were starting to look in earnest for a suitable camping site, which in this area was not easy. Then there was a path that looked promising.

The going got rough, heading into a forest towards a stream with a bit of sunlight. A fantastic place for a nights stay. Just the position of the bus was not ideal, so I tried to manoeuvre a little more. Then came a familiar sound. Bang and Pssst. Now we had a flat tyre rear off-side



caused by a hidden steel rod in the floor. But this time there was no spare anymore!

The next village was about 7 km away, and the next larger place which probably had a tyre repair shop was about 10 km away. The solution thanks to 100 Laverda was easy.

A pleasant evening meal followed by a few cans of beer, a good night's sleep and after a snug breakfast we were off, together with the flat-tyre and all on the Laverda 100. I managed to put a rope to the flat-tyre which my passenger "kindly" carried, off we went in search of a tyre repair shop.

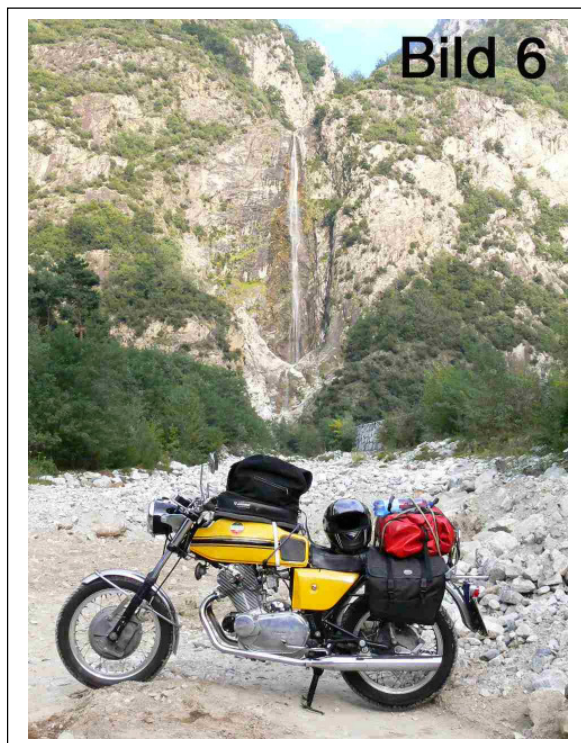
We were lucky, after 14 km we found a place. The right size tyre was in their stock, see **Picture 4**. Then it was back to the bus fit the wheel it was a pleasant day trip. What do we learn from this! There are 2 ways to have an off-road holiday, which I enjoy doing: either take along two spare wheels or a 100 Laverda.

## Lake Comer Italy 3days 991 km on the 750S

For me the winter season starts after October, and by now there are a lot of orders for repairs. So I decided to take a break in the last September weekend, that would be the last time trip of the biking season and according to the Internet weather forecast it was going to be fantastic weather, so it was time to head off to Lake Comer to catch up on some bike riding.



Friday morning I got going. The Swiss border is just 1 km away from our main branch, then it was another approx. 150 km on the motorway heading to St. Bernadino, then decided to take my favourite pass the Splügenpass. Those who love roads with curves will adore this route, see **Picture 5**. This picture shows the Swiss side of the pass and it has to be the best mountain-pass road I know. On the Italian side of the pass there are bends where 2 cars cannot even pass each other. After covering 200 km in a 4 hours ride I ended up in Chiavenna. It was possible to relax in a Café next to a round-about and drink my first Cappuccino, sit back and watch the bluster of Italian street life.



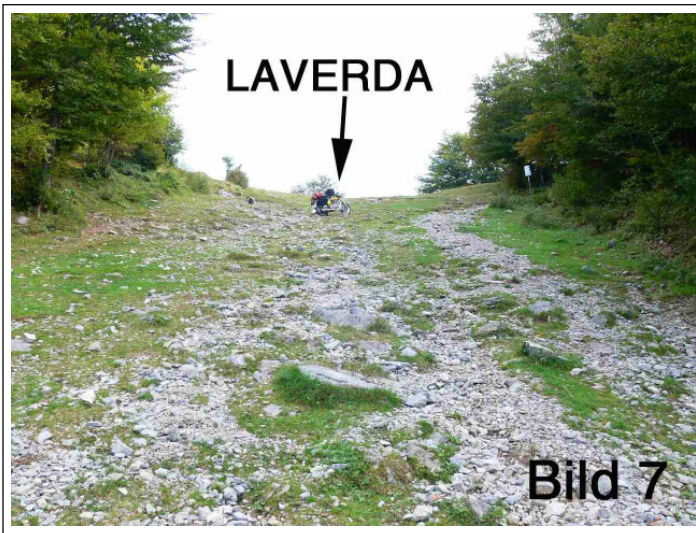
I wanted to check out all the small roads in the nearby mountain region around Lake Como. One evening this took me to this fantastic place, **Picture 6**. If you wanted to get here you had first to cross a few km's of gravel track, though I didn't need to have an enduro. Even the 750 has off-road capabilities. The Laverda is standing in a dried out river bed, that will have been full of water during heavy down pours. This was a great camping spot for the night. Though for safety sake I decided to camp some what higher than the bottom of the river bed.

Traveling in a group can be fantastic fun, with the right people, but I think it can equally be so when travelling alone on my bike with a few cans of beer, salami and bread in the open country side when a long way from the next village and to be able to sleep out in the open.

The following morning the sun came up. At the small stream I splashed a few cool drops of water in my face, then it was off another 6 km to the next village for coffee and a Panino Broschutto Formaggio (a sausage and cheese sandwich).

On the map I looked for the really small roads, which were in some places indicated as not having tarmac. On one such road I travelled around 10 km over stones and gravel, even crossed a 20 cm deep river in the hope that on the other side I was going to end up back on normal tarmac. Then eventually the path stopped at a hunters lodge and continued from there as a small washed out path. So time to turn back and find an alternative route. Travelling like this is normally

done better with some one else too. Its all too easy to end up having a spill no matter how careful you are. A twisted ankle is enough for you to have to stay put and hope that someone will come by, which probably means having to wait all day.



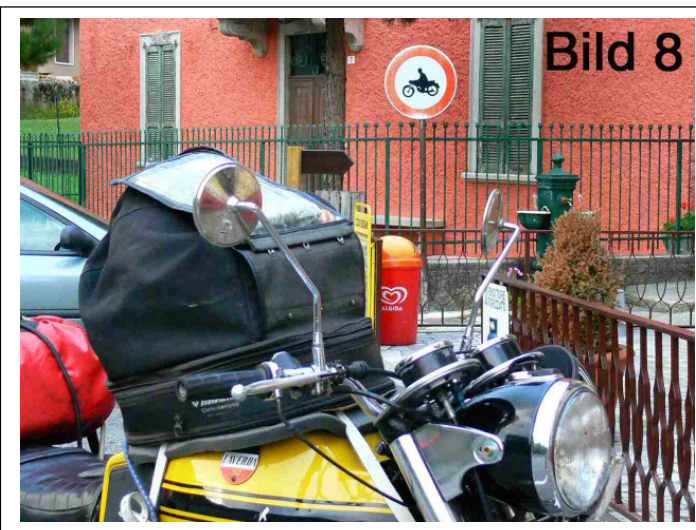
I always carry enough food and drink for 2 days, the mobile phone reception was possible in this remote area I considered it to be an acceptable risk to take and continued further. In the afternoon the small road ended up as a gravel track. Then the route became a very steep so I got off for a better look at the conditions. After a good study I selected first gear and was off. This time though I was over estimated myself. Higher up in the gravel were grassy patches that were so slippery that I couldn't keep going forward and I came to a stand-still.

**Picture 7.**

So I ended up sitting on the bike not being able to go forwards or backwards. After several minutes of reflection on how to get off the bike without it falling over which would have been a big blunder.

The rear wheel was resting downhill on a stone and after engaging 1<sup>st</sup> gear this held the Laverda in position. While still sitting on the bike, I used my left foot to move stones close enough to let me pick them up and make a small pile so that I could rest the left footrest down. Made it!

Now I could get off the bike and take this picture. Before I would be able to get down the hill there was a good hours work to get the area around the Laverda ready, to let me turn the bike around on this good 45° hill. All this was done with a rather fast pulse and a good dose of adrenaline but in the end it went well. This whole escapade took a good 2 hours, to keep going a good helping of food was in order too. While looking for a good place to sleep I ended up in a mountain village, and took a well deserved rest in the local bar. This is how I got the **Picture 8**. Though I don't know the curious reasons behind the traffic sign in this remote village. The people in the bar showed a lot of interest in my Laverda and in my best Italian (which spans about 50 words) together with the use of sign language I was able to explain the details of the Laverda and what I was doing there.



It was high time to search for a place to sleep, which turned out to be a road works site, see **Picture 9**. There were more clouds now in the sky, so for safety's sake I secured my canvas cover, just in case it did rain. After a snug evening meal followed by a few cans of beer I lay down in my den, it was already dark, and as I always do I was camped next to my Laverda. Some time in the dead of night I was startled by the noise of a car which then was blinding me with its dazzling lights. This is always an annoying situation you never know if it's friend or foe, and it wasn't possible to see anything with the glaring lights of the car. Then to my relief a blue light came from the roof of the car. Two armed Carabinieri got out of the car. In order not to get the Carabinieri too jumpy I let them see my hands were



empty and placed them above my head. Just to make sure that no misunderstanding occurred. There came the standard type of questioning, identity papers, while the other checked them via radio, I carried on the conversation with the Carabinieri resorting my pallette of 50 Italian words to explain what I was doing there. This was a little difficult for him to grasp. The conversation went something like this:

Carabinieri: Do you have a problem with your bike

Andy: No everything is fine, I just want to sleep here.

Carabinieri: Here in the open up in the mountains, but its so cold?

Andy: Yes I've come well prepared (my finger pointing to the plastic canvas and my thick sleeping bag)

Carabinieri: With all this bad weather why did you not decide to stay in a hotel?

Andy: I couldn't come up with anything better than to say: I am a cowboy and pointing to my Laverda, thats my horse

Carabinieri: Found all this somewhat amusing

Meanwhile the second Carabinieri came back, followed by more questions, such as how long was I intending to stay, where was I heading to etc. Then they wished me a pleasant night and disappeared into the dark night. A quick check of my watch and it was 1am in the morning. I certainly hadn't expected to be disturbed during my sleep. The next village was about 1km away. Its quite likely that the area was patrolled by the Carabinieri to prevent any conspiring by the locals. The rest of the night was quiet except for a bit of rain. On Sunday morning I set off in sunny weather to head home. After 3 days riding my Laverda covering 991km it was something worth doing again.



### Winter trip

In the middle of November I wanted to head up to Ulm, where a good friend of mine was celebrating her 40<sup>th</sup> birthday. For a trip like that there's nothing better than to go by Laverda, see **Pictures 10**.

On Saturday I had a stroke of luck, it was a sunny day and I had just taken delivery of 10 boxes of organic oranges that came directly from Sicilian orange trees, the best that you could imagine. One of the boxes was then tied down to the back of my Laverda that I wanted to give as a present.

Yes that really is a Laverda in the **Picture 10** Model LB1 125 cm<sup>3</sup> Custom, built in 1984 using a Laverda engine.

About 8 years ago I gave this bike as a present to a friend, so that his daughter had a reliable bike. Her Cagiva 125 was always breaking

down. Though she didn't take to the chopper look, and ended up being used regularly by her father to get him to work and on weekend trips. This is how after 8 years it ended up with 10,000 km on the 125's clock and without any problem. This sommer I got the bike back due to them having other commitments and also a lack of storage space. I am curious how many km's I am going to clock-up. On Sunday with very hard going conditions, just 2° C it was time to head back. I have now been able to cover 300 km and after the next 8 years lets see how many more.



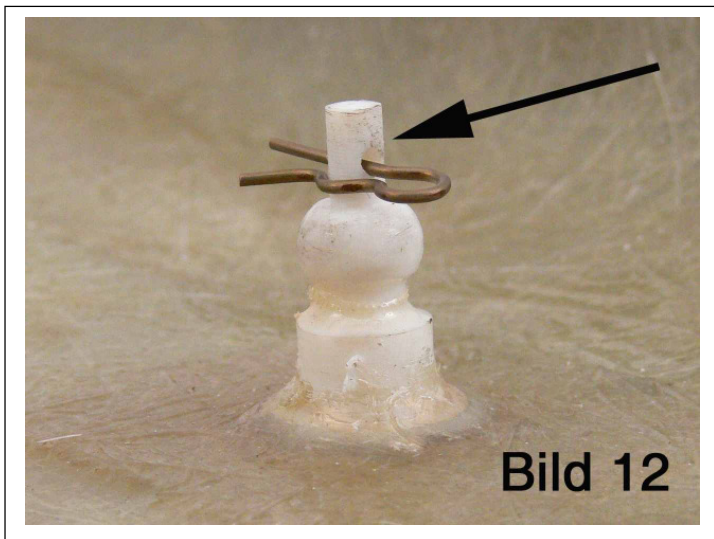
### Material Testing

I myself set hard conditions for testing the Laverda. I test parts I manufacture often for years, to try and locate potential weaknesses and what can be improved. But I also do it because I enjoy it. Other parts are tested quite simply, already this one has been running for 3 years, see **Picture 11**.

For 3 years the fork dust cover and the petrol tank strap have been exposed to the weather from the south facing window sill, from sommer though to winter. The result: the material is in perfect condition, in fact as new. Similar parts were put next to my lathe so that they were always in contact with oil and grease. Here too the results were flawless.

You probably know the problems related to the petrol tank support strap, which as a rule my experience show, last just 1-2 seasons. It's not due to the UV form sunlight or the contact with

oil. It is simply the petrol fumes coming from open carburettor air intakes that cause the rubber to age. We had a similar experience some years ago with the housing for gel-battery's. Simply the petrol fumes from open carburettors was enough to cause the battery housing to become brittle and lead to the battery breaking down. Therefore it's worth to keep the petrol fumes away from such parts, as they cannot be made with alternative materials.



### Loose Side panels of the 1000

There are definitely a lot of you three cylinder 180° owners that this has happened to. Especially when the air filter box is not fitted, at speeds above 100 km/h there is sufficient turbulence under the side panels, which are located in old rubber mounting points, to blow them clean away. Even if you are able to notice it happen they have probably ended up under the tyres of the cars behind you. For this reason we have made a production change for the side panels to prevent the problem. In **Picture 12** there is a little nose, through which a small hole is made. So that now the side panels can be secured when mounted with a split pin.

### There is a lot to do – let's get on with it!

As you can see, we are not just taking the Laverada

out for a ride we are constantly trying to improve things.

An important question keeps coming up and this too we would like to make sure we cover all the ground:

We have since 2008 always been closed for one week in a month, which is visible in our Internet shop's calendar. This way I am able to concentrate on important jobs during this week we are closed and this way can have faster results, this is an advantage for the customer.

The only disadvantage, is that during this week we cannot dispatch spare-parts. Which during the winter months is not so important, though during the biking season can be a annoying.

Therefore if you'd all use the link in the email, which has been sent at the same time as this Newsletter, this way you can express your opinion with a few mouse clicks. Is having the shop closed for a week acceptable or not? This way we will have a more precise view of what you want.

My largest project at the moment is the new 750 catalog and the new Internet shop. What is certain is that it doesn't make sense to start something for a few hours work. Not even a day is enough as it takes too much time to get into the problem. A week of concentrated work would otherwise take 2 months. This was true when making the 1000 catalogue, which is now 450 pages and since July 2008 has been sent out to over 800 requests and has been received with a lot of enthusiasm.

Therefore please pass on all your comments and suggestions. Simply click on to the link that is part of the Newsletter email, so that we get a better picture of what you the customer wants. The results of the Feedback will be put together for you to see in Spring 2009.

### Spare Part Production

Until now we have never had so many parts finished or purchased as we have managed this year. Just this year there are in the Internet shop more than 300 additional deliverable parts. There are now over 3700 entries, of which we can deliver over 95% directly from our stores. This took a lot of work and took 2 weeks, during the time we are closed during each month.

### Transport of Motorcycles

„How do I get my motorcycle to you?“ is something we are often asked. This is certainly not a problem, we use two reliable companies that do the job for us. One of which covers almost the whole of Europe. Within Germany for the worst case North to South Germany about 170 € including transport insurance. It is not worth traveling with your own car.

### Closed

How things will be for 2009 depends on your Feedback. We will bring you the results in Spring 2009. So that we can get on with other projects such as setting up engines, 750 catalogue etc we are as always **from 24.12.2008 until 31.1.2009 (there will be no phone contact)**

You can order your spare parts via the Internet shop or by Fax, which we will process and dispatch once a week, Tuesdays. From February we are once again our phone lines will be open. So give us a call if you need to clear something up, or schedule a date for large jobs, so that you can drop off your Laverda or engine .

With this we would like to say farewell to this year. A good start to the New Year 2009! Wishing you

Andy Wagner and Team