

# LAVERDA RACING TEAM KONSTANZ

## THE LAVERDA-PARADIES

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## NEWSLETTER WINTER 2009-2010 written by Andy

DE Dieser Rundbrief ist in Deutsch, Französisch und Englisch erhältlich  
GB This news letter is available in German, English and French  
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Dear Laverda friends,

The New Year has started; the new season will soon be starting. The Laverdas are deservedly sorted in their winter storage and now it's time for our Winter Newsletter.

There have been so many fantastic things during the 2009 motorbike season.

That's around 10,000 km on my 1000 Laverda, a massive amount on the 100 built in 1956 and exciting time on the 250 Chott Laverda. The God of weather was on my side: for all 36 days during this season in either Italy or France that I sat on a Laverda were completely sun filled. Not once during the whole time did I have to put on any rain gear.

### **The highlights for this year were:**

- Fisher race
- May- and Pastisrally both for 10 days
- 60 year Laverda celebration at the birth place for all of our *LAVERDAs* at Breganze for 9 days
- then a 7-day trip to Italy via Mandello Del Lario and Lavento and several stops to some of our suppliers.

It was a successful program for the year.

The end of the season was as usual crowned with a trip to Veterama in Mannheim - Europe's biggest Old-timer market for historical car and motorcycle world. Last year I got my hands on a 9 cylinder star engine this time I managed to get hold of a 1940's Lister „Zerknalltreibling“.



Sit back relax and print this page out.

**The adventure for the season 2009 and what the devil is a „Zerknalltreibling“**

**Take a look at this film unter:**

<http://www.youtube.com/watch?v=gg1PU99Gm4s>

### **© 24. Pastisrally from 10. until 19. 06.2009**

This time completely different, with a 33 year old T2 VW bus and motorcycle trailer, with a canoe on the roof (**Picture 1**).

Normally I always go everywhere on my motorcycle and do not transport my motorcycle by car just to reach my destination then ride my bike. But never say never – and this was a really great experience.

There is always a support vehicle (bus) following us to the rally, carrying tools, beer and sausages for the grill enough

for around 40 bikers. Though this year no one wanted to drive the bus. My accountant Anne from the rally committee also the cashier decided 2 weeks before the Rally that I should do the job, considering that I sponsor the rally in more than one way. Sarcasically came the comment: better not take the antique VW-bus, as it will never make it. Taking into account that 40 people at in forest camping site would be waiting for essential supplies of beer and sausages for the grill my chances of survival would be slim if I arrived late.

Though the idea sounded good to me, as for a long time now I fancied the idea of taking the 250 Chott Enduro Laverda to the Canyon de Verdon together with other Enduro's from the Rally. Until now I have always travelled together with my 1000 Laverda, though with its 250kg it makes the whole journey without any problem but would be a big disadvantage against the Enduro machines. So the decision was simple: VW bus with trailer, to carry my 1000 Shark and the 250 Chott. As my girl friend wanted to come along I also had the idea to take my 3-man canoe, as there would be plenty of opportunity to use it on many of the available waterways.

That's the reason for the choice of Laverdas; Heike has been riding motorcycles for the last 15 years and owns two 500 Laverda's. She really wanted to ride the easy to manage light 250.

Our start at Neuwerk (the workshop) got delayed by 2 hours. According to the Rally committee we were to buy 200 cans of beer in Switzerland for the first night of the rally. We were carefully instructed which supermarket to buy from and even where in the shop the cooled beer could be found. Cool beer in a supermarket is not a common sight. We put the cool beers in an already prepared Aluminium survival sheet. Between each stack of beer we put the sausages that were sealed in a 5 pack, this way they were in a nice cooled environment. Then we headed off to the motorway in the direction of Geneva then on to France. After the French border we drove on the main roads to the 1<sup>st</sup> Rally evening at Belly. Even though we had set off 2 hours late all went well, but we were 2 hours later than originally planned.

Unfortunately we had a small incident, or in local speak a Malheur, that hindered our journey on the main road. As the VW bus is hardly ever used, especially during winter, where it stands outside exposed to the forces of nature. Then not forgetting its age; 34 years old.

Which could be the reason why the front LHS brake calliper held onto the brake disc and would not let go. We were able to get a temporary fix by forcing the brake pads back until the disc could turn freely. It was already dark and with almost no traffic, we moved very slowly now only being able to use the handbrake to stop. As the trailer has its own brake that performed better than that of the old T2 VW bus, we managed to arrive safe and sound at the 1<sup>st</sup> Rally meeting point. There were about 20 members who were thirsty and hungry and waiting expectantly for our arrival.

Of course they were actually waiting for the arrival of the beer and food. There was no getting away from all the jibes for arriving late; it was now 21:40 we had to soak it all up.

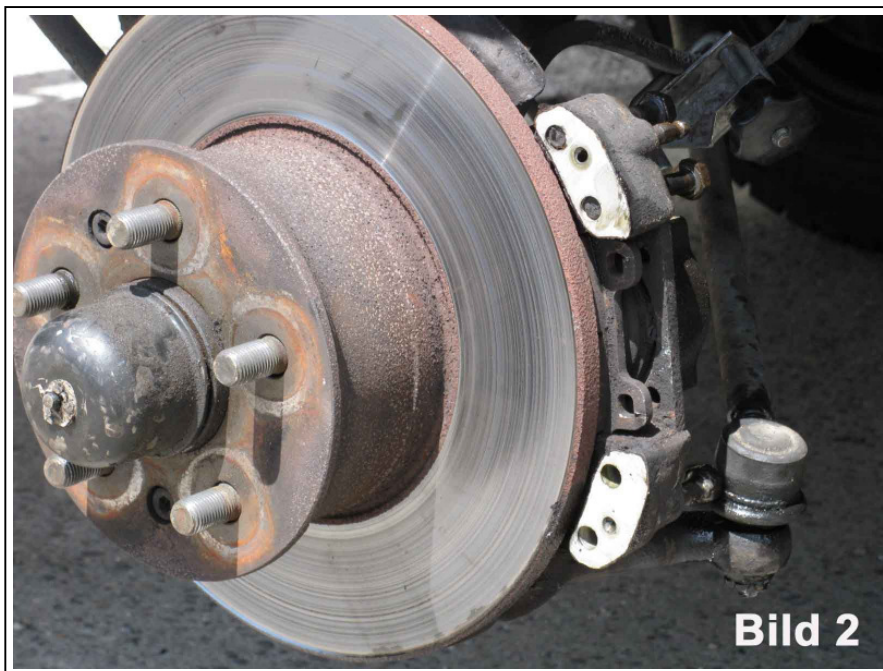
After a heavy night, in which the party goers almost worked their way through 200 cans of beer, it was time for a comfy breakfast in the next village and then on to our original target location, Canyon de Verdon. Our second stop-off for the night

was in the surrounding lavender halls, hidden away in the forest and was big enough for 50 people to sleep.

Ah yes and there was still that problem with the brake that would have to be fixed as fast as possible. Heike and I got under way (at about 11 o'clock) under the scrutiny of around 40 Rally members, it was clear that without a good car-jack and access to powerful air-tools there was no way of getting the brake calliper off and fix it.

Additionally we were going to need special tools, that we didn't have access to. After only 10 km on the left-hand side we came across a Renault garage. One of the mechanics spoke English really well, which made explaining our problems simple. We only had to wait till after lunch.

Heike and I headed off to the pub opposite and we made ourselves comfortable then after our lunch one of the mechanics set to, with a heap of talent and experience he got going at



the 34 year old calliper (see **Picture 2**). After 1-½ hours everything was finished. It only cost 40 € and I didn't even get my hands dirty. Though we had lost 4 hours time and after more Rally committee instructions we had to head to Sisteron and find a Lidl supermarket to stock up with a further 200 cans of beer.

Everything went as smooth as silk and at around 22:00 we reached the 2<sup>nd</sup> Rally stop-off (see **Picture 3**). There waiting for us were about 20 thirsty and hungry mouths waiting to be fed.



Our rough plan for the next 3 days of the rally were to take the bus and trailer to the river and leave it there as a base for those who wanted to go swimming, as a place for nourishment, to drop off the 250 followed with the standard program of motorbikes, motorbikes and more motorbikes. Before Heike could set off on the 250, I wanted to get together with the single cylinder Enduro team (look at **Picture 4 + 5**) and blast along gravel tracks in the area. Heike stayed at the lake and still had



the canoe which together with others was used a lot. The gravel tracks led us to over 160 km of tracks around the Canyon de Verdon and on to the weather station up at 1749m from here we had fantastic views (take a look at **Picture 6**).

Handling of the 250 Chott compared to the mighty 250 kg three cylinder was a „piece of cake“. I was getting cramp in the corner of my mouth, as I couldn't stop grinning. It was fantastic. On the return journey we decided to take the track through the canyon with loads of curves but were covered with asphalt. Maikel already had to quit, as his bike had street tyres and didn't have a chance on the rough sections. He then escorted Ali on an early exit with his Husqvarna after having snapped his clutch cable.



Also the tarmac section was a fantastic ride. With new tyres were on the 250 Chatt it held to the road perfectly. There was 17 PS to work with and a weight of only 100 kg, riding with skills honed on a Laverda it shone like a star compared to Michels XT 600 or Thomas' 500. In the past I haven't ridden 2 strokes much and certainly never to the limit. So I rode with my 4-stroke demeanour. This led me to turning the 250 2-stroke Chott into a three-stroke. Like this: „induction → compression → party“!

It was a fantastic ride.

I had to take a lot of flack from the two remaining riders, for the last 15 kms as I was either being pushed along by a well placed foot on the Chott exhaust pipe or being pulled along by using my left or right hand to link onto a riders shoulder. This went on until we reached the lake, where we had parked the bus. It was already getting dark and Heike was holding

the fort, she already knew via SMS, that we had technical problems. She also directed some flack my way, as I tried to describe my problematic 2-stroke riding style. Especially as during the trip down in the bus I was busy instructing her on the fine points of 2-stroke riding down hill and avoid any chance of damaging the engine.

Something like this:

It's always good to open the throttle a bit, so as not to let the carburettor slide shut completely, as the engine would get too little fuel and so almost no lubricating oil especially acute at high revs. During steep descents your speed would always be increasing and too hot for a sharp curve, so the following procedure was recommended: Brake, pull the clutch, blip the throttle three times (vrum vrum vrum), start to count 21, 22, 23, engage clutch, 21, 22, 23 brake and this time braking and also pulling the clutch, blip the throttle 3 times (vrum vrum vrum) etc.

My girlfriend asked me sarcastically, if I could actually count to 3 (21, 22, 23).

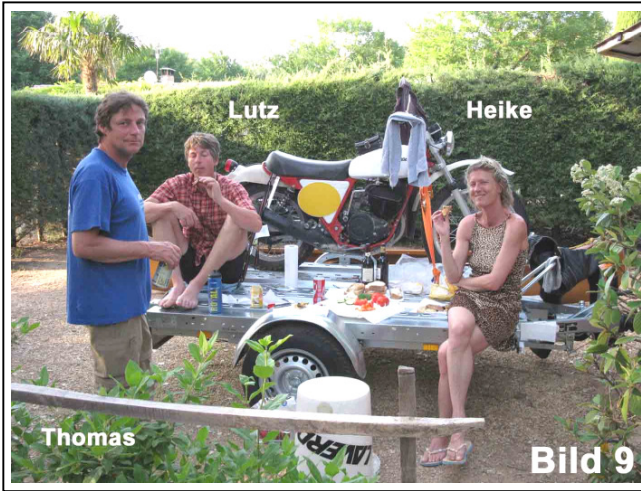
Even though it is 34 years old and technically brand-new (only 3000 km on the clock) the 250 Chott still managed to overheat, even so this was certainly one of the best motorcycle days I have spent. Take a tip from me and buy yourself a small Enduro and get it into some off-road country, this way you can find out for yourselves how good it is.

We loaded the bike back onto the trailer next to the 1000 and then headed off to our 3<sup>rd</sup> night's campsite. Our stop-off was a



small pub serving food that had enough space for 40 people.

Then after an evenings partying there was enough place to sleep either in the surrounding grass or under one of the tables on the terrace. During this short journey with the bus I noticed that there was another noise coming from the bus, which was slowly getting louder. After further inspection the following morning it was either a worn driveshaft or a worn wheel bearing. After contemplation Heike and I were considering what to do the following day with only one working motorcycle (1000 Shark) and a growing list of repairs for the bus. It was a straightforward decision. Leave the bus and trailer at a secure camping park, then make it two up with sleeping bag and ground sheet on the 1000 Laverda for the rest of the Rally and enjoy the wonderful country side (see **Picture 7**).



The following two days was a mixture of biking and swimming at a picturesque spot in the Canyon. The party in the evening in the ghost town high up in the mountains could only be reached via gravel track. We stay the night whenever the weather allows us to (see **Picture 8**). The Rally was over and some of the group had to head off home. Though some of us, which was true for Heike and myself had another 5 days and wanted to continue and venture further to the Ardeche. Though I still had to repair the bus. Thomas on his Triumph Tiger 650 and Lutz „honorary“ BSA A 65 decided to set-up camp next to our bus and us. (see **Picture 9**)



Lutz as I said „honorary“ BSA A65, has some strange ideas and rode about 750 km from Constance to the canyon de Verdon with a bicycle and all that in four days. This year was no different.

The following days were no problem. While Heike with Lutz and Thomas went paddling with our canoe, I got on with fixing the bus. It turned out to be the rear LHS wheel bearing. Any attempts to get a replacement were pointless. After discussions with the other three calling the ADAC would be an option, considering that as the owner of a 30 to 40 year old car it was an option though a last resort. And it was only a defective wheel bearing. Heike managed to use her female charm and managed to borrow a rugged car-jack for a caravan, who was an old bikes fan. To undo the 46 mm nut I was lent a serious hammer, after having been seen using a large stone. After a lot of sweating in the 32°C in the shade I managed to get everything apart. (see **Picture 10**). The rear shaft bearing seemed to be in good condition, but the sleeve had a damaged cage and inner ring was pitted and cracked in 3 places. Further specialist tools were going to be needed:

- 1) brake cleaner, to remove the grease residue from wheel axle
- 2) a small brush to clean between the small areas
- 3) new wheel bearing grease
- 4) a new bearing cage

As I explained this to Heike she managed to solve the first two problems simply by using the contents of her beauty case, which every **decent woman** carries. Though a **decent man** always makes sure he carries a good supply of tools in his tool bag. Together the two complement themselves very well.



An almost empty 50 ml skin cream bottle was reused as a petrol spray and a tooth cleaner was the ideal tool for cleaning the space between the bearings.

Point 3 was also solved by Heike, after she managed to organise a grease gun from someone.

Only Point 4 was going to be tricky. How would it be possible to assure that all the rollers would stay constantly spaced on a damaged bearing ring?

The problematic solution was as follows: Half of the bearing cage was still useable. The rest of the bearings would have to be held in place as if they were still in the cage. So they were kept in place using bits of wood. Then after an attempt, which we did during the middle of the day together with Heike, Lutz and Thomas (the English specialists) and after sacrificing several cans of beer, we managed to put together the rollers so that they worked. The cracks on the bearing ring had sharp edges that did not share a common flat surface. These edges were sorted using a stone to remove the abrupt edges and allowed the rollers to run smoothly. Not

only was Heike interested in all the work that was going on but also the rest of the camp site, who kept popping by to see how we were progressing with our repairs. After putting in a days work we were able to put everything back together and we were ready for our first test drive which went really well (the bearing was running very quietly)



**Bild 12**

While Lutz was busy for the last two days trying to get his visits to the toilet under control, due to a bad case of diarrhoea, Heike Thomas and I spent time riding bikes and canoeing. Especially the canoeing was very good for meditating (**take a look at Picture 11**). Which I also do here in Constance as the lake is only about 500m from my workshop.

As Lutz still wasn't any better we put his bicycle between the two Laverdas and he had to squeeze himself in between our entire luggage in the back of the bus. The bus ran really well on the newly fixed bearing. With a last stop at a Swiss service station (**see Picture 12**), where we enjoyed an evening super, we arrived safe and sound back in Constance.

It was a fantastic Rally even considering the vehicle problems. Also I will urgently have to find a solution for the damaged piston for the 250 Chott Laverda as I only have 3 of them, of which two are not in a good condition.

## ***60 Years Laverda was celebrated this year***

### ***31.05 and 01.06.2009 Fischereihafen race at Bremerhaven***

This year saw a massive Laverda event to celebrate 60 years of Laverda. Present was Piero Laverda with his team. For me it was going to be a 900 km trip there. Though this year I was already away twice at the May and Pastis Rallies it wasn't going to be possible for me to be there too. Everyone was telling me that it was going to be an absolute hit.

Thanks to Jan Oeljeschläger and Jörg Pieper I can show you some pictures of the event together with some film footage. From Alexander Reisdorff I got a report of what happened, which was so well done that I have included it here too.

Alexander Reisdorff writes:

The Fischereihafen race is fantastic!!!

I have been living in Bremerhaven for 6 years and in Cuxhaven for 8 years. This event was fantastic. The aroma of burned fuel could be smelt even before the town wall. The smell of clutch and tyre tickled your appetite. If you were to live here for this week it would drive you crazy. The smell of racing was in the air like a heavy perfume hanging over the town.

Since the town finally got its act together and finally allowed the staging of this kind of event, the officials now seem to realise that the staging of this kind of event is more of a benefit for the town than a detriment!

Probably the only thing that would have to suffer would be the cement or tarmac under the wheels of some of the best machines ever made ;-).

Perhaps we will see each other there?! Assuming I can get the cabling ready on my SF2 finished, if not then I will come on my Sweetie (Honda CX500)

Many thanks for the exhaustive telephone call and the many tips Many Thanks Alexander Reisdorff



**Bild 13**



**Bild 14**



For those that have not yet experienced this should do so before its too late.

**Picture 13** shows the area where the event took place

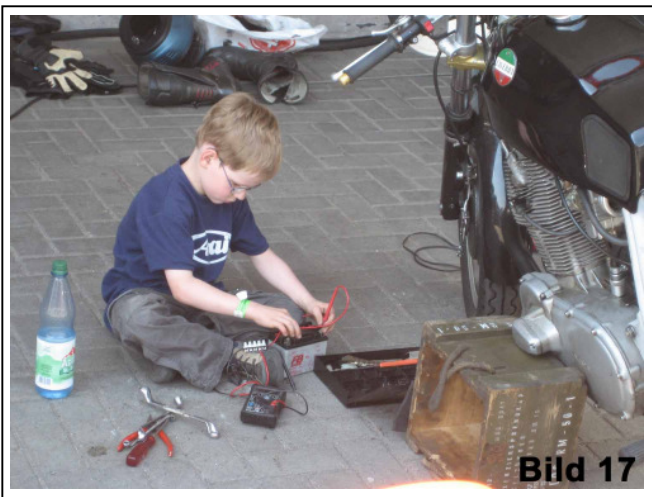
**Picture 14** shows happy participants

**Picture 15** shows one of many very professional Laverda race teams

**Picture 16** shows a Laverda at full chat

**Picture 17** shows small children playing

**Picture 18** shows big children playing





**Bild 20**

## ***24. until 26.07.2009 at Breganze***

Take a look at this two film unter:

<http://www.youtube.com/watch?v=ipKpwSp-ysM>

<http://www.youtube.com/watch?v=UEQc3v4XzTY>

In 3 days Heike on her 500 and I on my 1000 Shark and many many Tornates to Breganze. There were over 300 Laverdas from every place imaginable (see Picture 19 made up from 2 photos put together) that completely filled the Piazza at the church in Breganze. Trips, museum visits and many other things were on the program for things to do. The gala dinner at the sport stadium help in the open air (see Picture 20) Saturday evening was capped with a speech for all the Laverdaisti from the guest of honour Piero Laverda. Together with many others Heike and I set off on Sunday on a 3-day trip over loads of mountain passes back towards Constance. A total of 1790 km and 9 superb days with temperatures between 30-40 C it was a great time.

## ***60 Years Laverda were also celebrated at Boxenstop Auto and Toy Museum Tübingen on 12 and 13.9.2009.***

Due to other commitments I could not attend myself even it were just 180 km one way, though my customers reported that it was great, also in the newspapers e.g. Motorrad Classic issue December/January Num1/2010 put together a four page article. **Picture 21 and 22** give a small overview of what was on offer of this successful event, and of course Piero Laverda was also present.



**Bild 21**



**Bild 22**

## ***Veterama Mannheim – Europe’s largest Old-timer market always on 2<sup>nd</sup> October weekend***

As always this event takes place at the end of the bikers season. There are some awesome sights to be seen. Many of our customers pop by for a chat and I had my radar set on anything that would fit onto a Laverda.

Last year I got my hands on a 9-cylinder star engine from a Czech plane used for farming, (take a look at the Newsletter from 2008-2009) for which I have managed to amass many technical documents, with the aim to get the engine running sometime in the future.

This year I was attracted to many Zerknalltreiblinge(aspirated engine)

Zerknalltreibling is a nice name for a fuel engine and was also used many years ago to describe steam engines and others.

An aspirated engine burns depending on the model either petrol, diesel or vegetable oil. They are filled with water, to ensure that they cool.

Using an outer wheel it is possible to attach a belt drive to run a saw, a grinder and other equipment that need an external drive.

I came across a small „hand size“ version that only weighed 100 kg from the British company Lister built in 1940 with 1.5 PS at a maximum 700 rpm, it took my fancy and so I bought it.

At my stand at the show, my neighbour saw my new acquisition, and he was displaying a race bike based on the frame of an Aprilia housing a high compression 1-cylinder KTM engine. Getting this machine to start was a problem, due to the high compression, even having being pushed by a group of 5 people they could not get it going even after several attempts.

There came a possible purchaser of the KTM racer but who first wanted to see the machine run, just to be sure there were no problems with the bike.

So the seller came up with a great idea, we use the outer wheel of the Verdampfermotor to start the KTM. By putting the back tyre on the outer wheel it would turn the KTM engine over and bring it into life.

It was an interesting idea that was soon to be tested.

Everything was put into position (see Picture 23). The Verdampfermotor chugged along at its 700 rpm relaxed at full chug. The rear wheel of the KTM and the chain made a loud and even surring sound.

4<sup>th</sup> gear was selected, clutch released which only altered the rpm of the Verdampfermotor a little. There were several loud explosions from the race exhaust becoming more regular and then the Intermezzo.

The engine started.

With the sound of the engine running at between 3000 and 5000-rpm the shock waves were covering the whole area, which brought even more people to come and see what was going on.

There it was again; the entire public had smiles on their faces. People who thought that „fantastic that I came to the Veterama so that I can see things like this“

**Yes it was a fantastic year. Here are some more great things**



### ***Production of spare parts***

All of the things that we produced this year cant be listed, as there were so many of them, though a few are listed as examples.

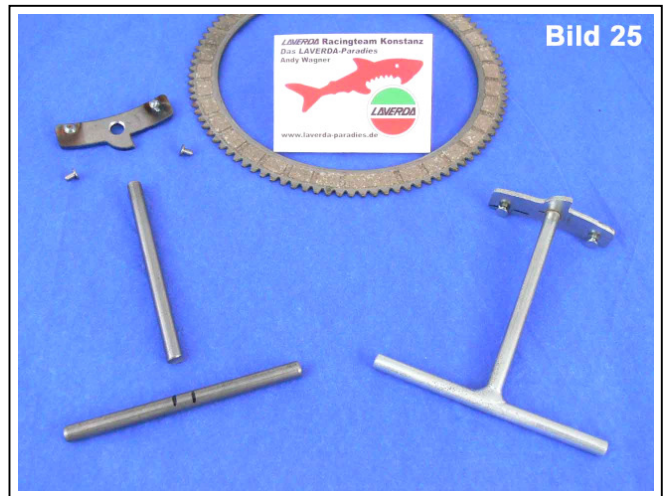
### **Tools: Clutch fin holder Cod No. 47-30**

A part that we seldom sell. It makes the job easier, when handling the clutch of the 120° Laverda.

As our stocks are becoming low for this part I decided to make some more to keep the stocks topped up. In **Picture 24** you can see me doing the work for this part. In **Picture 25** on the LHS links have to be welded in place to make the finished part see the RHS of the picture.

The starplate is a coated part, of which we have made 30 pieces.

There are 30 round bars are needed for the shafts and the T-bar that need to be cut by us and then finished off in a lathe by

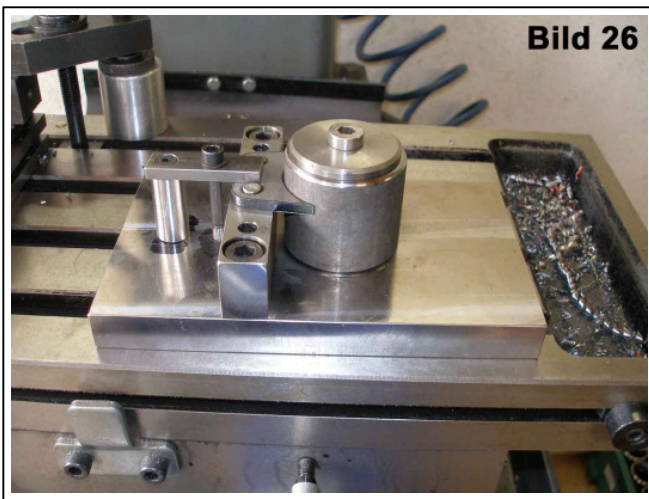


making the ends of the bars smooth. A lot of work is needed to make the 60 very small holder bolts on the lathe. Then all this has to be welded together. Finally the part will have to be bead blasted and then chrome plated. Now that there are another 30 parts replenishing the stocks there will be no problems for this part for at least the next 4-5 years.

### **Silentblock Engines 120° Cod No. 52-65**

About 5 years ago we made 100 parts and even had a special jig made to help the manufacture. Now that we need to produce more spares for our stocks we have learned that the company that originally made these parts no longer exists and that our special jigs have gone too.

So quite simply we had to make new jigs, so that we could produce this part once more. In **Picture 26** you can see a welding

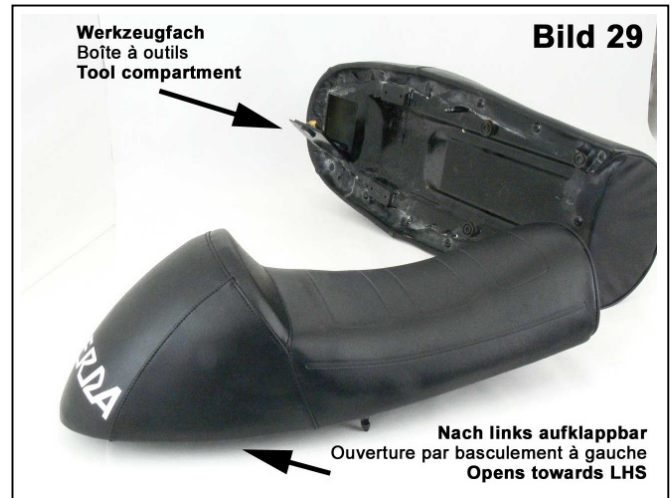


jig to allow precise hand welding for the support onto the round housing. The metal pieces in **Picture 27** are the most intricate parts and are needed to assist in injecting rubber into the housing of the Engine Silent Block. This operation is always hand operated and are made one at a time. There are many other steps before the part is completed and ready for use such as sandblasting the internals of the outer bracket to ensure that it is clean and have a rough surface. Then a special coating is necessary on the surface of the metal to ensure the best possible contact between rubber and metal. Once the part has been injected with rubber, the outer surface is then bead-blasted to ensure the surface is clean before it is painted black or chrome plated. We have considered for the production of new parts it to have a chromed housing.

## 2 New Seats Types for the Three Cylinder Laverda

We have 12 different seats for 2 and 3 cylinder Laverdas in our stocks, but it is always possible to make improvements – as of now we also have a seat for 2 people for the very first version of the 1000-0 and the 1000-1 1974-75 in stock Cod No. 52-74A (see **Picture 28**).

Also there is a new construction for a 1-man seat Cod No 52-77A (see **Picture**) with LAVERDA text written on the rear in leather with a compartment for tools underneath the seat. This has been specially made for the 3CL / 1200 / 180° + 120° Jota



and can be mounted on the LHS of the frame onto the original hinges so that it is possible to open the seat. There is no need to modify the frame to fit this seat and still maintains the original look of the bike.

## 350/500er and 600 OR Spare Parts

Many people do not know that we make a lot of parts for this machine and that we have many parts in stock too.



Unfortunately we don't have either a catalogue or the corresponding page in our Internet shop. All the parts have to be ordered by phone. Though we can reassure you that we are planning support these parts with its own Internet page though from our current planning will be available sometime in 2011.

Additionally we are producing all the essential parts for these rare machines. Currently we have for example aluminium bush for the camshaft (see **Picture 30**). So just give us a phone call, we are sure to be able to help somehow.

### ***Australia says Hello***

Often over the summer months we get visitors from customers. If these are not planned visits the chances are that I am unavailable, busy on important jobs to ensure that I can finish them on time. Or I am in our main stores outside of Constance, which would mean that there is no one in the main workshop inside the orange building.



Maurice Turner and Tom Calvert from Australia did it the right way (see **Picture 31**). They were making a 4 week 6600 km Euro trip with their Laverdas, and had shipped their bikes extra to Europe especially for their trip. They gave me plenty of advanced notice of their visit also with extra information as to what might need doing to their Laverdas. Though luckily there was nothing to do when they arrived at Laverda-Paradise as their bikes were running well and we spent our time better with more important things, cheers!

They started in England, where they collected their bikes then went over to Holland, France then on to Germany and eventually to Italy from there they packaged their bikes ready to be shipped back to Australia. What a fantastic journey!

With these memories and feelings I would like to wish you all for this season many new adventures with your Laverda.

***Greetings from Andy Wagner and Team***