



LAVERDA FREUNDE AUSTRIA have been participating in MOTOCIRCLE Vienna since 2017. This is a two-day event in the harmonious ambience of an old industrial hall, all about custom bikes, cafe racers, classic bikes, crafts, fashion and design, organized by a very young and committed team who also have a great heart for classic bikes. In September 2019 we were represented with three custom build LAVERDAs: Karl with his slim LAVERDA 500 Super Sport painted in black

/ gray / orange, Gerhard with his orange LAVERDA 750 SF2 "The Mexican" and Gert with a metallic blue / orange LAVERDA 750 SFC-R that he build up for a friend.

KARL bought his LAVERDA 500 five years ago, together with a 750 SF and an incomplete 1200, in disassembled condition. With the help of his son Christian, he rebuilt it and designed it according to his ideas. She has a sporty look, but also very classy in her black-gray clothes with the subtle orange accents. The camshafts, the rear sets and the exhaust system come from the LAVERDA 500 Formula. The SFC seat and the fairing have been specially adapted. The sporty Tomaselli clip-ons, the very light Campagnolo wheels and the white dials for the speedometer and rev counter make her an extremely pretty Italian, who is readily ridden very quickly along the country roads at any time.

GERHARD has had his LAVERDA 750 SF2 since 1985. The last 25 years, however, she has spent com-



pletely unused in an underground car park. In 2018 Gerhard started to restore his beloved SF2. He used his living room as a workshop. It was clear to Gerhard from the beginning that his build up would not correspond to the original condition. The wonderful patina of the tank and side cover, the adapted Norvil Norton seat bench with a Mexican patterned fabric cover, the white-wall tires, the wrapped exhaust downpipes, the clip-on handlebars and the rear sets give "the Mexican" her strong character.



GERT built the metallic blue LAVERDA 750 SFC-R for his friend Harald. The base was a 750 SF3 with the aluminum swing arm of the 1000 SFC and Akront spoke wheels. The glass fibre parts were made by Carbon-Boba in Serbia. The tank has a line of sight for the petrol level, the seat is covered with black suede. The rearsets come from the 750 SFC. The tiny Kellermann Atto indicators are barely visible on the SFC-R, but they glow very brightly thanks to LED technology. The 2-1 exhaust system is only slightly damped. The strong orange accents have been foiled and make the SFC-R look very sporty. Instead of the planned three months, this build-up took almost one and a half years.

You can find a report and many photos from MOTOCIRCLE Vienna 2019 on our homepage: www.laverdafreunde.at/English/2019MotoCircle.html

