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Thank you for your interest in the Callas Platine Modification kit.

Callas-Audio is a one-man business in the Netherlands. I have a background in aviation / automotive mechanics and engineering.

Proud owner of the Platine Verdier TT for 16 years now and besides the great deal of amplifiers, CD players and phono stages which came and went, the Platine Verdier has never felt needing replacement.

Monsieur Verdier once said: "you do not buy my turntable, you get married to it".

We are happily married ever since and the love continues.

La Platine has always been subject of modifications by many, some modifications are mandatory, others questionable and some are a waste of money and time in our view. Some place strong emphasis on a certain aspect, but forget other parameters. sometimes even bold claims are being made especially at the internet. In our experience it is all improvements and modifications (either small and big) brought together which bring the Platine to a next level. Any Platine is only the basis for a great –or not so great- arm and element combination. We can assure that the final performance of La Platine will compete with any extravagant TT out there costing many times more at retail.

but unlike some other luxury TT, La Platine needs some more attention and understanding.



Where Monsieur Verdier stopped for likely a price point consideration, we have started to further develop on the design.



The design principles on the spindle and bearing.

The brilliant idea of the magnetically levitated platter has seen light in 1978 or around that time.

There are many thoughts being put on the internet on principles of the Verdier Platine, and how to adjust the spindle.

We see it this way:

The spindle ball should touch the platter, but must not carry any weight.

The solution for that is actually incorporated within the stock Platine.

During assembly one tightens the setscrew just so that the spindle can slide down if the platter is put on the spindle ball. You once more remove the platter and fully tighten the setscrew to finally secure the spindle. After this it's a case of luck whether the ball does or does not touch. And one may find himself lifting the platter many times. A great workout indeed.

With the Callas Platine modkit it is absolutely sure if and when the spindle ball touches the platter. After instalment (as per manual supplied with the kit) you are repeatedly able to control within $1/100^{\text{th}}$ of a millimetre the moment the spindle ball touches the platter no matter what ambient temperature. With this precision the hit and miss scenario is a thing of the past.

The centering of the lower magnet.

With the kit comes a new spindle bearing assembly.

It has different measurements, and so we brought another solution to a flaw in the stock design. With the old bearing assy the lower magnet could never be precisely centered as opposed to the upper magnet. With the Callas modification kit this has been solved too. With the precise centring and tighter tolerances, the measured axial unevenness at the periphery is bettered by circa 0.07mm.



The ancillaries that comes with the kit.

The Callas Ebony wood 3 piece set that comes with the kit has to be placed under the Platine base.

Together with the Germany sourced polished rubber belt this gives a much better pace and timing. You will be surprised at the new speed stability. This is obvious with piano recordings (and backed up with the great Feickert Adjust+ pro software: 0,06% weighted - 0,015% un-weighted speed deviation.)

With Schroder arms and the Kuzma Airline the Callas Modkit is a must.

The Kuzma Airline is a superb combination with La Platine, but we strongly advise to not put the Airline on a stock spring suspended Platine. If you have questions about this combination pls get in contact, it will save you much time so you can enjoy records sooner.

There are many negative aspects on using the stock linen tread.

That's just the reason many Platine owners find the tape drive much better.

But it's not about another motor drive or the tape drive. The tape drive greatly advances the rigidity between the motor drive and La Platine. That rigidity is a very good thing but better to be achieved in the beginning, not as a band-aid.

FAQ.

Q: The kit contains a lot of parts; I'm not an expert technician.

A: Yes there are a lot of special parts, but once assembled as per manual it is very easy to understand what goes where, and what does what. There is a step-by-step manual supplied with photos per section.

Q: I understand the kit clearly, but I see a drill?

A: it is indeed part of the installation procedure to *enlarge* the stock 10mm hole to 17mm. There is a special drill supplied with the kit. If you can manage a good electrical drill, you can do this. If you got two left hands, ask a handyman audio buddy.

Q: is the modification reversible?

A: yes it is we can supply a custom made washer at no charge to accommodate the stock 10mm hex bolt again should you ever wish to go 'stock'. We assure you do not want to go stock again!

Q: if I'm left with questions during assembly, can I call or email you?

A: yes we are here to help, we speak English and German, and we check our email several times a day.

Q: how can I be sure the improvements as claimed are solid claims?

A: we enjoy our Platine for 16 years, we started modifying ours some 12 years ago and gradually improved and tinkered with every part till it worked fine and looked good too. The performance gains are very easy to hear compared to the stock Platine. The gain in speed stability, and 'PRAT' is clear. It get's very close to RTR experience -with superb Vinyl that is-.

Q: is there any special maintenance required after modification?

A: no there is not, but clean up and fresh oil on the bearing once a year is fine.

Q: do I need to clean the rubber belt?

A: yes a clean up with warm soapy water is a good idea, let it dry out and apply some light baby chalk powder on it. Thoroughly cleaning the motor V pulley with alcohol is recommended every 2 months. Any debris there affects speed stability.

Q: why not the linen tread?

A: the linen tread has many disadvantages. It has a knot. It gets worn out quite fast. It stretches all the time. It is very sensitive to temperature and moisture. It collects dust and muddies up the V pulley at the motor, which causes speed bumps. these things add up and are violent to all performance parameters.

Q: why not using the stock Verdier rubber o-ring then?

A: the stock o-ring is an industry rubber, which is not polished, and has a typical elastic property. i.e. it has a tendency to vibrate longitudinal and causes jerking. The special o-ring we supply is perfectly polished and the rubber mixture causes a negligible vibration.

Q: the modkit spindle is longer I see.

A: yes it is, this way there is more support area, the bearing play is tighter too.

Q: can I use any light oil in the future?

A: rather not. please stick to the supplied VdHul oil; it is specially formulated for this kit.

Q: the Verdier oil seems to be special, and I cannot buy it anywhere.

A: the Verdier oil as supplied is Rocol oil; this is formulated oil for machinist work – tapping, milling- for lathes and the like. do not use with the modkit.

Q: why the white ceramic ball?

A: this special UK sourced ceramic ball gives less friction, weighs less and the properties of ceramic give less noise.

Q: what position is best for the motor drive opposed to the Platine base?

A: in *any case* put it as close to the base as possible. every inch further away causes more jerking and gives more speed instability. This is easily measured with Feickert Adjust+ software.

Q: where do I put the 3 Callas Ebony wood blocks?

A: put two Callas Ebony at the arm side, and one at the motor drive side.

Q: what record mat do you use?

A: after many, we just like the Boston Graphite the most.

Q: what can I expect soundwise if all these mods are done opposed to a stock Platine?

A: most valid question. The *sound* as a whole will mostly be the cart / arm combination, and the TT itself (in ideal world) must offer a platform which induces not any negatives. And that is exactly what you hear. As backed up by many audiophile visitors, there is a strong sense of: "I can look at the Platine and see it spinning, but when listening it is not there, it is gone".

Once again, and we cannot overstate this too much: it is all these modifications brought together which brings a better performance level. it's all basic engineering combined with many years of experience.

keep 'm spinning.

info@callas-audio.nl

Ron Ploeger

The Netherlands