

LAVERDA RACING TEAM KONSTANZ

THE LAVERDA-PARADISE

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- ☞ Specialised knowledge from years of racing experience with *LAVERDA* motorcycles
- ☞ Large stocks of spare parts: New & Used almost 2500 different parts in stock
- ☞ Cylinder head conversions for unleaded fuel, cylinders bored out
- ☞ Engine work and tuning, servicing, open carburettors and other work
- ☞ So when it comes to *LAVERDA* you've come to the right place

SPRING NEWSLETTER 2006 written by Andy

- ⇒ Dieser Rundbrief ist in Deutsch, Französisch und Englisch erhältlich
- ⇒ This news letter is available in German, English and French
- ⇒ 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 e-mail 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!

Dear Laverda friends,

once again I don't have the time for a proper spring newsletter, because like every winter there was loads of work to do and the last yet unfinished jobs have to be done before May.

I think it was Sunday, 5 March 2006, when I woke up in the morning and was appalled to see masses of snow outside, fallen within the night before. Even in Konstanz there had been 40 cm of fresh snow, although snow is rare and few here. I decided this was a good day to open the biker season 2006 (see picture). With my Laverda 250 Chott I rode the first kilometres of 2006 on this Sunday 9 a.m. It had been big fun to ride to the snowy roads of Konstanz, though I was still happy to return to the garage an hour later with my freezing fingers. Still an attempt to climb the gradient road to the Tabor tower didn't succeed – the back wheel just couldn't get a grip. 250 Chott – The bake for all occasions!!



In this newsletter I'd like to inform you about some dates I will attend so there will be no **telephone support**. My team will still handle your orders that are sent via Internet-Shop, Fax or letter, and send the parts to you.

1. date: Opening of the Laverda Museum in Holland! (no telephone support 14. – 20. April 2006)

Here my absence of one week is a bit unhandy for you, so I will be available for telephone support on Friday, 21. April, 3 – 6 p.m.

Week 17, from Monday 24. to Thursday 27. April 2006, you can reach me at the usual support hours before I leave for the 1. May Rally.

2. Date: 1. May Rally (no telephone support 1. – 7. May 2006)

This year I will ride the 1000 Laverda on the Rally Vecchia-Romagna. No telephone support from 1. to 7. May 2006. If everything works out well I'll be back for you on Monday 8. May.

3. date: Pastisrally (no telephone support from Wednesday 24. May to 11. June)

this ultimate fun I won't let go. So there's no telephone support from 24. May to/including 11. June 2006. Send your written orders and my team will send the parts to you.

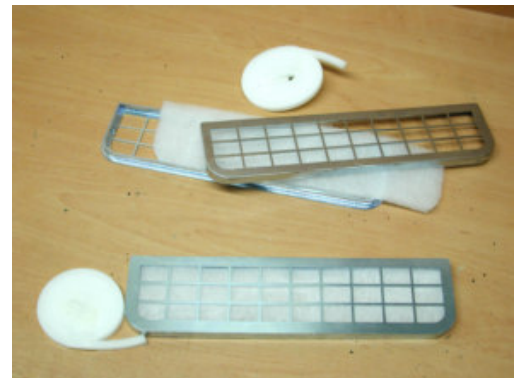
Spare parts production

Again we had many new spare parts produced. Two of them I'd like to mention here:

New reusable air filter for all 1000 + 1200 – 180° Laverdas and 120° Jotas for 65,00€

The original air filter was made out of a plastic frame with integrated air filter fleece for single usage. Latest price for that disposable air filter was 35,50 €.

Our newly developed reusable air filter cover (see picture) is made out of a divisible galvanised steel frame that is reusable. Only the inner fleece that is like the original one, needs to be changed all 5.000 to 10.000 km.



Every new reusable air filter cover is sold with 2 fleeces and 2 outer gaskets with the old part no. 53-42. So you have one extra fleece left, which means practically 2 air filter, and that makes it already cheaper than two of the old disposable air filters. For technical reasons, the cover can not be produced from aluminium.

The part no 53-42 A is an extra fleece with outer gasket for 15 €.

Camshaft support for all three cylinder Laverdas

This is the most complex milled part at the moment (see picture). Our supplier had us waiting for these parts for almost one year when we decided to go for the construction ourselves in autumn 2005.

It took more than 150 working hours only for development of this complex milled spare parts before the first perfect examples had been produced.

A smaller problem with this parts is the fact, that Laverda built three different kinds of camshaft supports that differ not only in their shape and hold point in the cylinder head which



is no problem. The big problem is, there is a difference in measure between the earliest and later parts. At the height of the 22 mm drilling where the camshaft is.

With different types in different year of manufacture there is a difference of up to 0,1 mm in height dimension. So we offer the camshaft supports in two different heights at the 22 mm drilling (see picture). If you order such part from now on we need to check which kind of camshaft support you need for your bike. Check our blue three cylinder catalogue, page 59 for support.

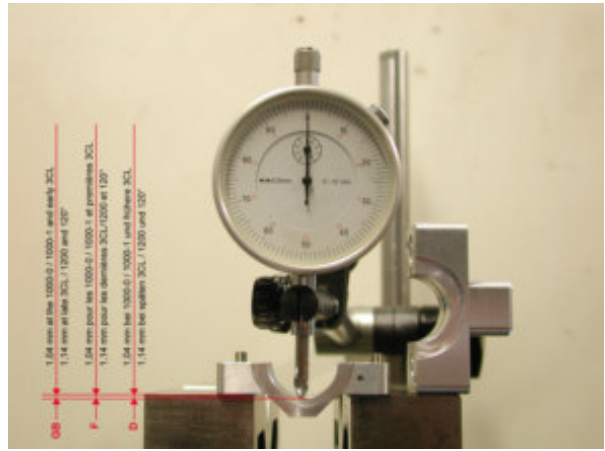
If a customer orders the complete set of six camshaft supports there will definitely be no problem, because these fit together perfectly. It only get difficult when you want to exchange one single camshaft support. Then we need to check which height dimension is used in your engine. You can see the different measuring in the picture. It is important to consider these measurement before you order and give us the detailed information so we can send you the fitting parts. In case of doubt please just call us and we'll check it out.

The price for the inner CNC milled camshaft support is € 59,50 as before.

The price for the outer CNC milled camshaft support unfortunately increases to € 49,50.

There are still some of the original outer camshaft supports of the later series on stock for € 33,50.

Please talk to us before you order so we can make sure to send you the perfect part.



We had many new parts produced this winter

because they weren't available anywhere. Often it takes more than one year from sending an example to the manufacturer to getting an offer, checking the prototype, testing it and finally having a few parts produced. Despite this enormous effort I think this parts produce by ourselves are still cheaper than comparable parts from Kawasaki or Honda.

Here a picture of actual projects that are being produced for testing at the moment and will be finished soon, others might take until end of 2006.

We always work in improving our range of spare parts and reproduce original parts when necessary, so everything is always available for you.



May the Laverdas always run – have a great summer 2006

All the best

Andy Wagner and team