

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

AUTUMN NEWSLETTER 2006 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

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,

The year 2006 is drawing to a close, hopefully you too had many good days, so that you could take your Laverda for a spin. I had 3 venues 1 May Rally in Italy, Pastis Rally in France and a trip to the ILOC meeting in England that took 30 days, and managed to cover 10,977 km, of which only 150km were in rain. In other words a 100% successful season. In August this year I mailed a detailed account, with pictures, of the 13 day trip to England and then linking up with the Bikers Classic Race in Spa, Belgium. At least here on Lake Constance the temperature is moderate for this time of year and when the sun comes out it is so warm that it would be great to do a trip on the bike, if only there were enough time though.



Bild 1

This autumn brought a whole load of extra work. Since October we have been working on a new project, that has to be finished by 1. January 2008, so in a timeframe of just over 1 year, and approx. 3,000 work hours we are going to revamp both catalogues (see Picture 1) for two- and three-cylinder Laverdas as well as our Internet-shop that supports three languages.

We hired a graphic designer in October, who is re-working the 500 pages of both catalogues with my assistance. So each catalogue will grow another 50 pages thicker.

Several hundred deliverable parts will now finally be in the catalogue as well as included in the internet-shop. Existing and additional spare parts will be listed in detail with loads more pictures with an extra 200 photos.

For the internet-shop we will take a photo of each individual screw, each bolt, in fact every deliverable part will be shown in the Internet-shop. This means that it will be necessary to have over 3000 photos of spare parts including all the necessary preparation of the images. This now justifies the purchase of an SLR digital camera. I will write either a new description or an additional text for several hundred spare parts, so helping to avoid any purchase or part installation errors. This of course will be translated as always into English and French.



As I do all this work in my own workshop, the rear section together with one of the 3 motorcycle lifts, is starting to resemble a photographic studio (see Picture 2). The workbench that is normally used to repair engines is now taken up by a new computer and a 21" monitor.

I had intended to make only a few small changes to both catalogues as the purchase tax is to increase from 16 to 19% here in Germany, but I then decided to take on this mammoth task and as it will be impossible to finish it by the end of 2006, for 2007 we shall simply change to the newly calculated prices which include 19% purchase tax instead of the current 16%.



For the new totally reworked catalogues, to be completed in 2008, we have even done new photo shoots over a 2-day period and over 1000 pictures of our models and a range of Laverdas. To all who helped to make it possible (see Picture 3), a warm thank you for all your help and effort.

The premises are closed from 22 December 2006 to 21 January 2007 inclusive

We are generally never open for business during the Christmas period, New Year and the following week.

As the new purchase tax increases in Germany take effect in the new year we will have to an additional work load, taking into account the nature of our world wide business from the internet-shop, catalogues etc. we will not be able to update our system with just a few simple mouse clicks. We will have to close for a little longer so that we can complete all the necessary work.

From 22 December unto 21 January there will be no telephone support!

The internet-shop will remain open until and including 28 December 2006.

So that you can still purchase all products at old prices. All orders received until the end of year will of course be shipped out. After 29 December the Internet-shop will no longer work and will remain so until it is re-activated on 22 January 2007.

Prices for 2007

It is not necessary to panic buy before the end of the year, on the other hand it is not correct to say that it won't be more expensive. The new German purchase tax increase means that all prices will rise by at least 3%.

As a consequence we will have to do as all companies have and recalculate prices.

Therefore, as all other companies, we are also affected by price increase in transportation, steel, bronze, chrome etc.

Hence there are reasons to increase prices. The past years have shown our prices to be very stable. Which is due to our being able to control product price increases by increasing the volume of production. After over 5 years it is now necessary to recalculate the product pricing.

There is a lot to do! A lot of orders such as complete motorcycles and engines are already being taken care of and both Luis and Alfred are working hard to complete the jobs.

Please don't forget, should work on your machine be necessary please inform us in January once the phone lines are again working! Otherwise there will be too little time available before spring.

We would like to offer a compromise for our customers for the irritating problem of increased purchase tax, as follows:

All jobs, delivered before 20 February 2007, will have to be calculated with the new purchase tax of 19%, however we will grant a 3% discount on all material, parts and work carried out as listed in our catalogue. In this way I think we can reduce somewhat the tension due to increased pricing which cannot be avoided due to the increase in purchase tax.



Bild 4

Spare Part Production

We have produced so many spare parts in 2006, that it needs careful attention to keep an overview. As the following example shows:

In our store of over 3000 items, about 35% are over 30 year old spares (New Old Stock), which are slowly beginning to become depleted. Mostly these are parts that are seldom needed. For example the U-shaped horn support brackets (see Picture 4) for the Laverda 750 that have been cut and bent to shape and still have to be painted black. Each year we sell between 2 and 3 parts. Nevertheless we do the work and produce the part that can be delivered as the customer expected.

For this I will have to compose drawings. This will be deliver to a company with laser tools together with the original part, which then cuts the part by laser and bends it to shape. For detailed and complex parts, a prototype will first have to be made, to control the part fit (though for this example, this phase will fortunately

not be necessary). The parts are then painted and are then put in our stores. Should we produce 40 of these particular parts that should carry us over with stock for the next 10 years. The purchase price of 23.50€ including 19% purchase tax could, on the one hand, be said to be a lot of money for a bit of bent metal, though once you consider the amount of work involved in the production of just a few parts you will hopefully begin to see that the purchase prices are, in fact, reasonable.

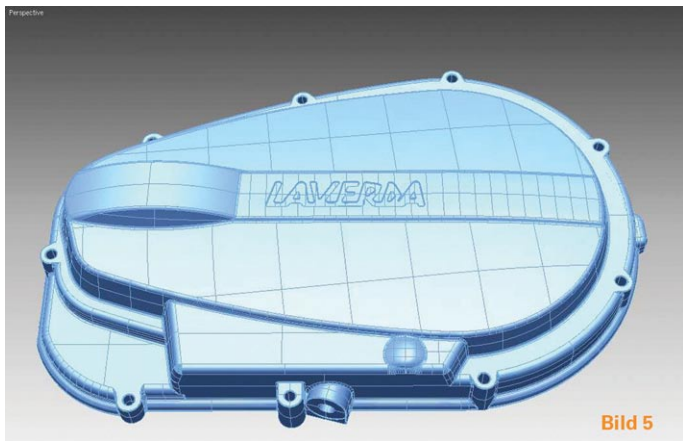


Bild 5

Some Spare Parts are Costly to Reproduce

An example of which is we are currently in the process of producing, is the aluminium cast parts e.g. the no longer obtainable primary chaincase for the 1000 – 180°. Companies throughout Europe produce parts for us. Good contacts with manufactures are essential. We have the possibility of measuring components in 3-dimensions as input for CAD driven milling machines. This is the way it looks as seen from above (see Picture5). Until such a cover is made from the lump of metal, milling can take a long time and leads to high costs. Currently we have enough primary chaincases in stock, but we are starting early with the production of alternatives for these time intensive replacement parts.

Some Spare Parts Are Simply Not Possible to Reproduce, Even For Us

This refers to spares that are made of lots of other components e.g. electric starter, or a ND handlebar switch mechanism for lighting, horn and indicators. In such cases we are forced to look for alternative parts.

- 1000 electric starter has a stock of 70 parts, which will easily see us through the next 10 years
- also the PK (pick up) ignition plate from Bosch (see Picture 6) is a part that is exceptionally difficult to construct, but we also have a stock of this part that should see us through the next 15 years.
- 750 electric starter gearbox (see Picture 7) will see us through the next 2-4 years. By then we will have to find a suitable alternative that supports a similar flange construction and suitable mounting points. Though a kickstarter construction would also be a consideration. As you can see we always have new challenges. Each day we have demanding tasks to solve.



Bild 6



Bild 7

Some parts are seldom needed or in fact not at all and are therefore difficult to construct.

We are therefore always interested in purchasing surplus parts such as the following:

- Cod-No. 2-9 Dynamo cover 750
- Cod-No 10-12 Dynamo 750, even if defective
- Cod-No 11-17 Starter motor 750, even if defective
- Cod-No 11-37 Starter gearbox 750
- Cod-No 2-7 Primary chaincase 750
- Cod-No 42-4 Primary chaincase 1000 – 180°
- Cod-No 42-5 Cover start side 1000 – 180°
- Cod-No 21-54 or 56-54 Master cylinder 750+Triple without lever PS 15 with a defect internal bore
- Cod-No 24-33 or 58-33 Master cylinder 750+Triple rear PS 15 with a defect internal bore



Laverda Museum in Holland

In spring we wrote a short mail, which announced the opening of the private Laverda museum on 15/16 April 2006 (see Picture 8+9). We were certainly not going to miss this opportunity and covered almost 800km one way. Refer to the two attached pictures. For those that would like to see more look at www.laverdamuseum.nl for further details. It was simply impressive to see the number of Laverdas displayed in the exhibition hall. In fact, even in the good old days of Laverda manufacture in Bregenze, it wasn't possible to see such a gathering of fantastic machines.

With this high note I would like to say farewell for the year 2006.



We wish you a peaceful Christmas and a good start for the New Year 2007 and many great miles for the Laverda season of 2007.

With seasonal greetings Andy Wagner and Team