



BIKE NAME

LAVERDA JOTA

JUNE 2005

#13

MANF. RUN

1976-81

POWER

90bhp

WEIGHT

505lb

PRICE RANGE

£2000-7000



Dossier

BY NEIL MURRAY

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It's big, it's loud and it's very fast. Excellent	
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The sound of speed

When it was launched in 1976 the Laverda Jota 180 was big, fast, noisy and fantastic looking. It still is

RIDING BY **HUGO WILSON**
PHOTOGRAPHY **MARK MANNING**

There is no way to be inconspicuous when you are riding a Laverda Jota. Even though I'm only doing 40mph, the bright orange bike is making as much noise as a passing fighter plane. There is a rumbling, grumbling, growling coming from the exhausts. The Jota obviously isn't happy with being asked to keep below the speed limit.

Fortunately the flouro jacketed speed trap policeman I'm riding towards is as easy to see as the Jota is to hear and I've spotted him in plenty of time to make sure I'm well under the limit, even if the bike doesn't like it.

Within a few hundred yards the 40mph limit ends and, knowing full well that the law is still within easy hearing range – actually so is most of Northamptonshire – I stomp down three gears and nail the throttle while wondering how quickly the Old Bill could turn round if they were really interested.

We are heading out onto the sort of fantastic 80-100mph swooping British A road that is perfect Jota territory. There is plenty of visibility and I can just roll the throttle to control my speed without bothering to shift gears or haul on the brakes too much. Cars, even exuberantly driven modern GTIs, are quickly passed. And they would certainly know they've just been passed by a Jota.

The surge of power starts at 6000rpm and the engine likes to rev. There is plenty of torque, but if you want to get the best out of it you have to use the rather slow gearbox with its right foot shift, and the clutch. Fortunately this immaculate 1981 bike is fitted with a longer actuating arm that makes it possible to hold it in while stationary. Standard clutches are tendon stretchingly heavy.

It should be no surprise that the Jota works so well on British roads. This is where it was conceived. In 1976 UK importers Slater Brothers fitted louder pipes, high compression pistons and more radical camshafts to Laverda's already rapid 1000cc triple to create

the Jota. A British market bike that could get within a whisker of 140mph and that sent the biking press into hyperbole overdrive.

Some of the clichés are based on fact. This is a big, long, heavy machine with heavy controls, a tall seat and a long reach to the bars. It does not respond to subtle rider input. If you want it to corner quickly you've got to wrestle it through the bend. If you want it to stop you've really got to squeeze on that brake lever. User friendly it isn't; brutally good looking it most certainly is.

This bike refused to run on all three until we'd done a plug swap. Owner Jamie Rule reckoned that it needed a good post-winter thrash and suggested that I get on with it. He was right. The brakes started to bite with more conviction, the gearchange got better and the engine seemed crisper.

With adjustable 'Jota' bars and rearsets this bike is really comfortable. The vibration created by the 180° crank is apparent from tickover, but it's never really intrusive.

You've got to pull the bike down into corners, and you'd best not think about changing line once committed. I salute those people who raced these things. When the centrestand touched down on a left hander my ego swelled. Unfortunately it turned out that the spring was weak and the stand wasn't tucking out of the way as it should.

Another centrestand problem with this bike is that the legs are bent. When you roll it off the stand over 500 pounds of Laverda lurch alarmingly to the right.

Nearly 30 years after it first appeared the Jota still cuts it. It looks great, sounds great, has fantastic performance and it's practical. It can cover big distances, should be utterly reliable and a pleasure to work on. Plus, it's a Jota. One of the bikes that you'd want in any dream garage alongside a BSA Gold Star, a Honda RC30 or an Indian Chief. It's right up there with the greats. Prices may be rising, but it still looks like a bargain.



The joy of a Jota in the English countryside. Deafened wildlife is not pictured

SPECIFICATION

1981 LAVERDA JOTA 180

▼ ENGINE/TRANSMISSION

type	air-cooled ohc triple
capacity	981cc
bore x stroke	75 x 74mm
compression ratio	10:1
carburation	3 x 32mm Dell'Orto
primary/final drive	chain/chain
clutch/gearbox	wet multiplate/five-speed
electrics	12 volt, electronic ignition

▼ CHASSIS

frame	tubular steel, duplex cradle
front suspension	telescopic forks
rear suspension	swingarm, twin shocks
brakes front/rear	2 x 11in discs/11in disc
wheels	cast alloy
tyres front/rear	4.10x18/4.25x18

▼ DIMENSIONS

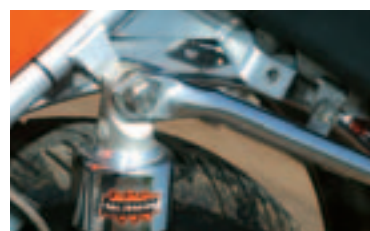
dry weight	505lb/229kg
wheelbase	57.5in/1460mm
seat height	32in/813mm
fuel capacity	4.25 gallons/19.3 litres

▼ PERFORMANCE

top speed	139mph
power	90bhp @ 8000rpm
fuel consumption	40mpg
price new	£3200



Long clutch arm, light action



Lower shock mountings were used from 1979

Riding

Nostalgia

Development

Racing

Buying

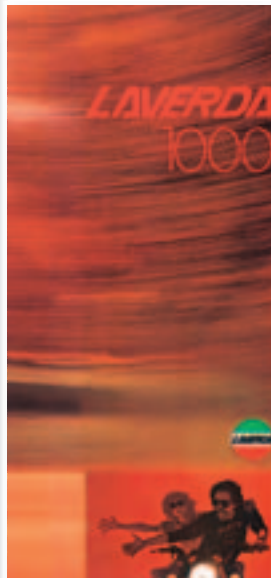
Owning

Get back on the power! The Jota hates mid-corner rider indecision





▲ **1978** He's got monster flares, a bubble perm, a gold Jota and a tasty looking girlfriend. Unfortunately he's entrusting the Laverda's keys to James, who'll be crushed underneath the bike when he tries to get it off its centrestand



▲ **1976** Laverda 3CL, the base model that gave birth to the Jota



▼ **1981** The fairing was optional



▲ **1979** Bike magazine looks inside the production racing Jotas that won the 1978 Roadrunner series

I BOUGHT ONE, 1978

● Ian McLeod

A marketing manager remembers his Jota

"I was aware of Laverda triples, and when I saw a test in Motorcycle Weekly, where they were claiming that the Jota did 140, I just wanted one. I had to wait until I was 21 because I couldn't afford to insure it till then. I paid £2300 for an ex-demo bike.

When I bought the bike I was 15 stone. I met a girl (the Jota

definitely helped on that score) and so I went on a diet and lost about 3½ stone. The change in the bike's handling was immense and I just couldn't get on with it, so I went back to my curries.

I sold it three years later but always regretted it. Last year I bought another one. It's taken another year to restore it."



▲ **1981** One of the greatest and most evocative bikes ever built, fitted with some of the ugliest indicators ever seen on a motorcycle

► **1982** Smoked red colour scheme on this 120 Jota wasn't available on UK bikes

BROCHURES COURTESY OF INTERNATIONAL LAMBERTA OWNERS' CLUB



▲► **1979** Only three years on the market and Laverda were already billing the Jota as a legend. Fair enough. Black pipes were only fitted for '79



PERIOD ROAD TEST



Bike – February 1977

Bike's assistant editor Bill Haylock found many virtues in the Laverda Jota when he rode it in a three bike test against a BMW R100RS and a Kawasaki Z1000 back in Silver Jubilee year

"Laverda's 1000cc triple has been designed to go bloody fast, and sod all other considerations"

It was the inimitable [motorcycle journalist] Royce Creasey who succinctly summed up the Laverda Jota. As I wheeled the sleek silver grey hunk from my garden path and parked it beside his battered, travel-stained Velo he said: "Y'know, that's sorta like the last of the real motorcycles, man." I knew what he meant. A similar thought had crossed my mind when the brand new Jota was being warmed up for me at the back of Roger Slater's new establishment in Birmingham. A snarling rasp that ruptured the air with each blip of the throttle gave my ears a treat they hadn't had in thousands of miles of road testing the latest on two wheels.

Here at last was an outrageously rorty motorcycle that looked and sounded indecently fast, and which didn't pretend to be as innocuous as your neighbour's Ford Cortina.

It's probably true that Laverda's 1000cc triple is about the only big-inch musclebike on the market these days that has been designed with such an old fashioned single-mindedness of purpose – to go bloody fast and sod all other considerations. It certainly concedes little to the legislators and the safety paranoia they propagate. It's got a right foot gearchange, which means it cannot be legally sold in the States (that alone speaks volumes about Laverda's design and marketing philosophy). The Jota certainly exceeds maximum noise levels in many countries, it has no hazard warning lights, no indicator beepers and a bare minimum of idiot lights. Instead it goes like nothing else and has surefooted handling and braking to match.

BMW-style sophistication isn't Laverda's ballgame. They're out for the fastest thrill on two wheels. Full stop.

Yea, Royce was right, this is real rough, tough biking stuff. The Jota is truly a bike fit to perpetuate the tradition of one litre legends like the Vincent Black Shadow.

Bike magazine's February '77 group test pitched the Jota against a Kawasaki Z1000 and BMW R100RS. The Laverda was certainly the loudest of the trio



The head of a triple. Cylinder head design was changed in 1980

How Laverda made a legend

An Italian icon that was invented in Herefordshire

The Laverda triple wasn't particularly radical when production versions first appeared in 1973. The three-cylinder lump had twin overhead camshafts and two valves per cylinder. What was unusual was the crankshaft arrangement: instead of having the crankpins set at 120° like virtually every other in-line triple built, Laverda opted for 180° on its roller bearing crank, which meant that two pistons (nos. 1 and 3) were up while the centre one was down. A 180° triple vibrates, but not as much as a big parallel twin. The story goes that Laverda couldn't afford the tooling to make 120° cranks. They must have found some extra cash by 1982 when they introduced a 120° crank. People always distinguish between '180' and '120' models.

Bore and stroke was almost exactly square at 75 x 74mm, to give a capacity of 981cc. The three pots were fed by a trio of 32mm Dell'Orto carburettors. An 1116cc '1200' was also produced.

Primary drive was by a gigantic triplex chain on the left-hand side of the engine, driving to a five-speed gearbox that was fitted with a right-foot shift.

The Jota, introduced in 1976, was a UK market special devised by UK importers Slater Brothers. It gained extra power from a higher (10:1) compression ratio, hotter '4C' cams (so called, because this '4C' designation was stamped on them) and a set of silencers unworthy of the name, and originally made in the UK by Tim Healey.

Claimed output for a Jota was 90bhp at 8000rpm, which was 500rpm beyond the end of the redline because Laverda fitted the same clocks that were used on its lower revving twins.

The only fly in the ointment was the alternator: 140W wasn't really enough. Running around town on small throttle openings, with the lights on, the battery went flat. Models built from 1981-on had 250W units, and retrofits or conversions are popular.

The 180 Jota was superseded by the 120 in 1982, but reduced vibes also meant that the bike lost some of the raw charm of the original. It was replaced the following year by the stylish RGS model, a naked version of which was dubbed the RGA Jota. Production of triples ended in the mid-Eighties.



BEFORE: the 3C

First came the 3C, which was originally produced in 1972 in drum brake guise. Gradually updated over the following years, this was the basis of the Jota.



AFTER: the 120

The 1982 180 Jota replacement was smoother, but lost some charm. The RGS and RGA models that followed in 1983 were even more refined.

TIMELINE

1976

Jota introduced. Ceriani suspension. Colours red or green. Engine no. 3352-on: optional alloy wheels, later standard fitment 3707 – lower first gear ratio.

1977

Silver colour scheme.

1978

Gold colour. Ceriani suspension replaced by Marzocchi.

1979

Build for 1980 sales – bad year: crankshaft centre bearings changed from roller bearing to ball, whose cage broke up, letting the balls drop into the engine. Also new head and valve spring designs prone to expensive failure. Rear shock mounting points changed to give more laid-down look. Orange paint.

1980

New cylinder head design, revised crank, 36mm exhaust headers, O-ring chain, clutch uprated to eight plates. The frame-mounted fairing was also introduced.

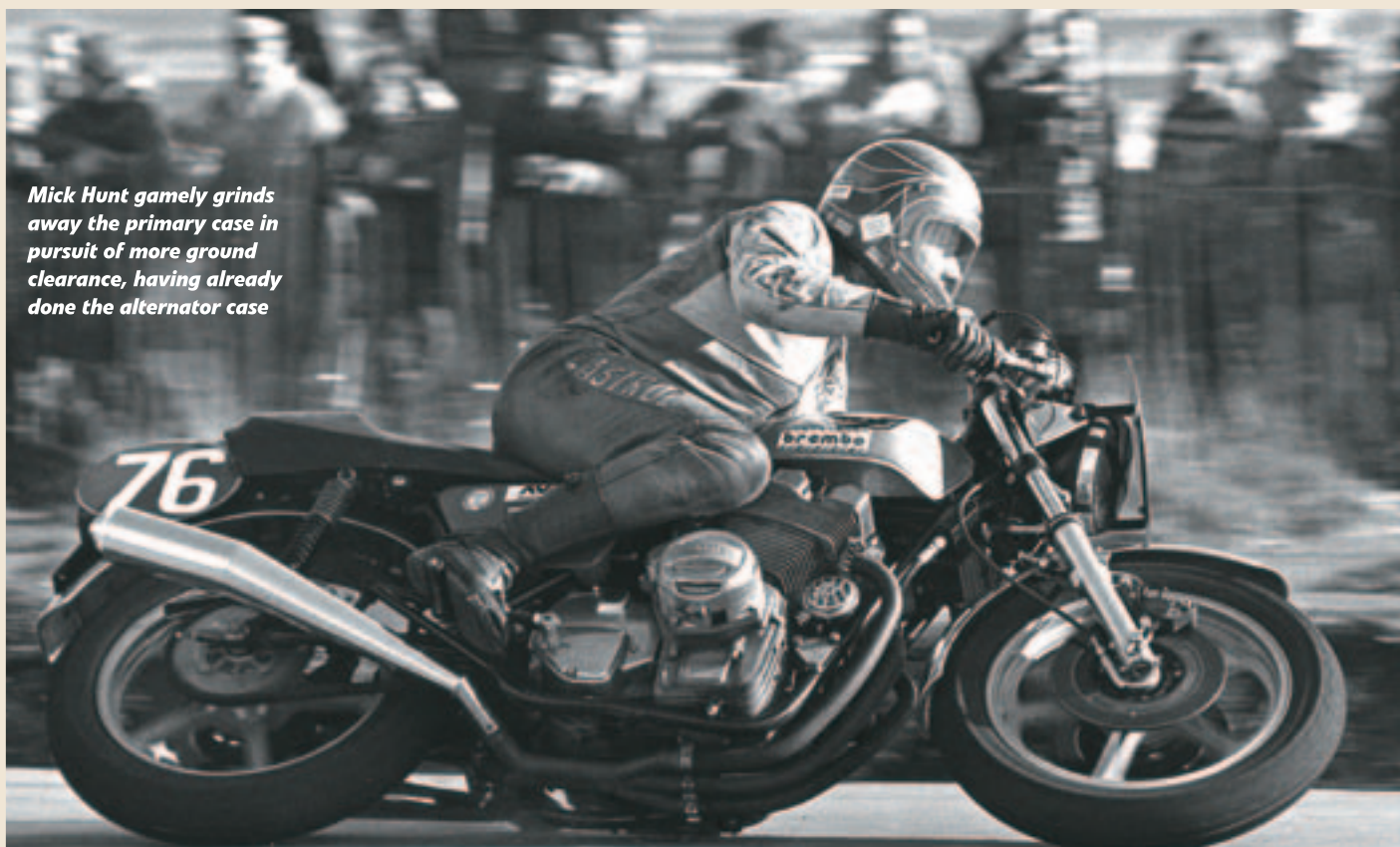
1981

Commonly called the series 2 Jota. 240W alternator mounted on right-hand side (reducing ground clearance) and ignition moved to left-hand end of crank. Cable clutch replaced by hydraulic. Clutch and primary drive covers modded for impending right-foot gearchange conversion.

1982

120 Jota introduced. It only lasted a year before being superseded by the RGS and RGA models.

Mick Hunt gamely grinds away the primary case in pursuit of more ground clearance, having already done the alternator case



What a production (series)

It only took a handful of successes for the Jota to become a racing legend

Jotas never achieved as much race success as, say, the Kawasaki Z1 or Honda CB750. The Jota's glory days were in 1976 and 1978 when Pete Davies won the Avon/Bike Magazine Roadrunner Production Race Series. The other UK racing names inextricably linked with the Jota legend are Mick Hunt and Roger Winterburn. Hunt was sixth in the 1977 Formula One TT, while Winterburn could have taken the 1979 Avon crown with a top six finish in the Mallory round, but instead he opted to race a Peckett & McNab Kawasaki in the F1 TT.

Pete Davies, at the time: "There are some bikes on which you can just sit there and open the throttle and let it go, but with the Jota you've got to grab hold of it and tell the bastard that it is going to go round this corner at this speed. Unless you're positive with it, it tends to shake its head and wallow around a bit."

The engine was completely standard. Roger Slater honed the barrels minutely and took wet and dry paper to the valve pushers to give the effect of 5000 miles' wear (when a Jota is supposed to give its best). The valve springs were replaced halfway through the season. You couldn't see anything wrong with them, but when new ones were fitted they gave another 500rpm. Under racing conditions, they were regularly revved beyond 8000rpm without any reliability problems.

Chassis mods were limited to putting thicker oil in the forks and adding pre-load spacers to the springs, dropping the fork legs through the yokes by a quarter of

an inch to improve ground clearance, and fitting Corte & Cossa rear shocks (which were a factory option anyway). Even the footpegs and foot controls were stock, except for one occasion when Pete was recovering from a foot injury incurred in a crash at Silverstone, and they fitted a heel and toe gear lever for him, and gave him a size 12 foreman's boot to wear. All went well until the heel broke off, and he carried on riding with blood from an open wound seeping out of his boot.

Roger Winterburn's chassis mods included alternative Ceriani yokes to make fork offset close to zero to slow the steering and S&W shocks fitted in the upright position. Roger also made steering damper kits, but Mick Hunt refused point blank to use one, reckoning that if you needed a damper, the chassis was wrong. He ran on Pirelli Gordon tyres as, eventually, did Davies. "Their speed rating was too low, but their triangular profile made them more stable through corners. Ironic really, that we were winning races in the Avon series on Pirellis. No wonder they stopped their sponsorship," says Winterburn.

These days, Keith McKay races one in the CRMC post-classic class and at Ducati and Laverda owners' club meets: "It was originally a 3C. It's at 1178cc on 81mm pistons and gave 100bhp at the rear wheel on Slick Bass's dyno. It's not an engine that's happy to rev sky high. How competitive is it? That depends on how many Suzuki RG500s last until the end of the race. The RG500s are quicker, but they tend to blow up..."

ROLL OF HONOUR

1976

Pete Davies wins the Avon/Bike Magazine Roadrunner Production Race Series

1978

Pete Davies wins the Avon/Bike Magazine Roadrunner Production Race Series again



Pete Davies and Mick Hunt celebrate their victory in the 1977 Cadwell 1000 kilometres



BIKE NAME

LAVERDA JOTA

JUNE 2005

#

13

MAKE/RUN

1976-81

POWER

90bhp

WEIGHT

505lb

PRICE RANGE

£2000-7000

What to look for

How to make sure your Jota really is the best of the crop

ENGINE/FRAME NOS

The most important point is to verify whether it's a genuine UK Jota. Slater Brothers holds the best registry: all the engine and frame numbers of every official Jota imported, and no, they don't give them out. If you want to know, you pay a fee of £23.50, and who can blame them?

Remember there are many Jota-ised 3Cs which aren't quite the real thing, and many foreign imports which definitely aren't – the full monty Jota was a UK-only model. "We've had so-called Jotas with the wrong pistons and cams," says Motalia's Ralph Allen.



● Rear shocks

Jotas had Cerianis, Marzocchis then Konis. They'll be tired by now. A good haggling point if you're buying a Jota.

● Swingarm

Get the bike up on the centrestand and have a good tug on the swingarm. Bush lubrication is often neglected.

● Centrestand

It's a heavy bike so these are often twisted. Check its operation. A new centrestand from Slaters costs £117.50

● Engine

1977-78 heads can crack and cast-in iron skulls on '79 bikes wore quickly. Sorted by now on bikes that have been used.

● Ignition

Early Bosch units can be temperamental so check the running. Todd-modded Boyer or German Witts are better.

BUYING A JOTA

Look lively to grab a bargain

Jota prices are rising as buyers wake up to this true Seventies motorcycling icon



Cracking examples of the Jota now fetch £5000 or thereabouts, concours a little more. For example, we know of one concours example recently changing hands for £7000.

Over the past year in particular, Jotas have been on the move. Two to three years ago it was possible to get a nice rideaway example for less than £3000, and you wouldn't have felt cheeky at offering £2500. At the time it was almost baffling as to why they seemed to be so affordable. But these past two years have seen an awakening in terms of value judgements on one of the great icons of motorcycling in the Seventies.

Recently advertised examples include a 1981 version in orange which looks from its picture to be

extremely good at £3800. Six months ago a 1982 120° crank version made £2415 at auction.

First of types are usually the most desirable and this holds good with regard to the Jota. Currently fewer seem to be coming to auction and fewer appear to be advertised. That said they were never plentiful in the first place.

Three years ago I was offered a pair needing work for £1400 or somewhere close, one with a rod through its crankcase. You could probably add £1000 were the same machines to come up again today. The bottom line for a non-runner needing work but complete is probably about the £1500 mark and rising as the Lamborghini of motorcycles continues to find a more appreciative audience.

I SPECIALISE IN THEM...

● RICHARD SLATER:

Slater Brothers 01547 510310

CB: What sort of person goes for a Jota?

RS: "Who buys them? All sorts of people. The young lad who was impressed by the Jota when they came out and who is now a very successful man in his own right. Or perhaps someone who just always wanted one."

"I recently delivered one to a man who tugs aircraft out of the parking bays at Heathrow. I sold another to a BA pilot. That illustrates the wide spectrum of people who buy Jotas."

CB: What do people look for?

RS: "They do have a preconception of what makes for a lovely Jota. Orange/silver is the most sought-after colour. People's tastes change over the years – we used to get asked for red or silver, but now they only want the orange/silver ones."

CB: What makes a peach of a Jota?

RS: "Obviously, overall condition. It must be immaculate. The degree of originality is also very important. Service history? It

doesn't happen. They're 30 years old. The mint one-owner ones with a folder full of history don't exist anymore. They haven't got service histories, they haven't got handbooks, they haven't got toolkits because they're in the backs of sheds."

"Obviously if you do get one with all that it's going to sell for a considerable premium."

CB: What should people look out for when buying one?

RS: "It's common sense really, pure common sense. There should be no particular knocks and rattles, no oil leaks, it should start from cold OK, tick over when cold and the engine and frame numbers should always match. Laverda engine and frame numbers should be the same, like they are on Yamahas or old Triumphs."

CB: Do you offer any sort of guarantee or warranty on the bikes you sell?

RS: "We offer warranties on our bikes, but we do ask people to be sensible on things that are 25 years old."

PRICES

CONCOURS: £7000 (from dealer)

GOOD £3500-5000

RATTY £1800-2750

BASKET CASE £800-1400

STUDIO PHOTOGRAPHY/JOHN NOBLE

● Brakes

Ask what make of pads are fitted. Surprisingly, Ferodos work better with the Brembo discs than Brembo pads.



Jota prices are on the up, especially for pristine examples like this

BIKE NAME LAVERDA JOTA				JUNE 2005
MANE RUN 1976-81	POWER 90bhp	WEIGHT 505lb	PRICE RANGE £2000-7000	# 13

Witt replacement ignition system from Motalia comprises a pair of ignition coils (background), an ignition box with a choice of 16 advance curves and an alternator coil (foreground)



ADRIAN STEAR

Spare parts price list

Clutch cable (obviously for Series Ones only)	£21
Stainless steel silencer	£105
Throttle cable	£17
Seat	£150
Fairing (fittings not included)	£130

All prices plus VAT

Popular mods

Rear shocks £240

Suspension: wide choice of replacement units. Ikon rear shocks are popular, as are Progressive units.

Contact SRM 01970 627771

Brakes..... £75

Use a dogleg lever and/or fit a 16mm Brembo master cylinder. Original brake levers now unobtainable – Motalia is having a batch made.

Contact Moto Mecca 01202 823453

Ignition..... £340

Early Bosch systems were very crude and had all-or-nothing advance at 3000rpm, which makes town riding a nightmare. Witt ignition from Motalia (£340) replaces early CDI system. Other aftermarket options are available, but IIS (www.sphysse.anu.edu.au/~stb107/laverda/ignition/index.html) of Australia strongly recommended as it replaces the 140W alternator too.

Contact Motalia 08707 664152

Valve seats..... £120

When the valve seats need replacing it makes sense to convert to lead-free seats. Only the exhaust valves need to be done and cost is about £40 per valve.

Contact SEP 01509 673295

SERVICE TIPS

● Oil changes

The most important single thing is regular and frequent oil changes. The Jota doesn't have a proper filtration system, just a washable mesh (and that can only be accessed by removing a downpipe). Change every 1500 miles and use top quality 15/50 lube. The oil level should be checked without screwing in the dipstick, otherwise you'll over-fill the engine

● Chain

The chain isn't really up to the job and stretches quickly. Adjustment should be checked every 300 miles or so.

● Valve clearances

Shims under buckets, so a cams-out job, every 3000 miles. Clearances 0.25-0.35mm, inlet and exhaust.

● Primary chain

Needs changing every 15,000 miles, but changing every 10,000 is safer and results in a quieter engine. Original triplex chains hard to find and some people prefer to use the twin-row chains, as fitted to the later 120° Jota. Check every 1500 miles and adjust as necessary.

● Camchain

Check/adjust every 3000 miles.

● Carb balance

Balancing the carbs with guages makes the bike smoother and crisper. They will idle if set-up correctly.

AN OWNER'S STORY

**NAME:** Nick Alcock**BIKE:** 1981

Laverda Jota

YEARS OWNED: 18**MILES COVERED IN THAT TIME:**

135,000. But it's had a lot of work done in that time too

CB: Why a Jota?**NA:** Because it was an iconic bike, even in 1987, and it had a right foot gearchange like my old BSA.**CB: Where has it taken you?****NA:** Travelling to Italy from Grenoble for a day out, blasting down to Le Mans and chasing a Laverda 750 Formula around the roads at Chateau Chinon.**CB: Don't buy one if...****NA:** The dodgy cranks on the orange and silver ones have all been sorted by now but they can suffer from compacting valve seats which is tricky to solve (although an RGS head fits and is better). If you are going to cover a lot of miles then consider other Jotas. The engine on a later 120 or RGA/RGS is tougher and the frames on the RGA/RGS are lower so handling is improved. I've got an RGA too.**CB: What do you need to look out for?****NA:** Check the bike has 4C cams and high comp pistons because imports don't and this is what really marks out an ordinary 3C from a Jota. A lot of 3Cs have been 'Jotarised'.**CB: Biggest piece of Jota nonsense?****NA:** Don't believe everything you're told about poor tickover and slow running – this is because they haven't been set up correctly.**CB: Best Jota experience?****NA:** I've got loads of fond memories; like riding round the outside of a Kawasaki Z900 and a CBX1000 – not bad for a bike that allegedly doesn't handle! Best of all is parking up and looking over your shoulder just one last time 'cos it looks so damned good.

FURTHER INFORMATION

CONTACTS● **Motalia**

08707 664152

Rebuilds, new and used parts

● **Wolfgang Haerter (Canada)**

Tel/fax: +1 250 265 4502

Spares stock and expertise.

● **Slater Bros**

01885 410295

Original UK importer, verification service, sales and parts

● **Calere Laverda**

07790 533914

Servicing and second-hand parts

● **Miura Engineering**

01823 444334

Parts

CLUB● **International Laverda owners Club**

New members contact: John Faulkner, 01844 238269

**USEFUL BOOKS**

Surprisingly few available

● **Laverda Twins and Triples**

by Mick Walker

ISBN 1-86126-220-5, revised 1999

● **Laverda Twin & Triple Repair & Tune-Up Guide**

by Tim Parker

ISBN 0-906613-00-0

● **Laverda**

by Raymond Ainscoe

ISBN 1-85532-183-1. Currently out of print, but worth finding

USEFUL WEBSITES<http://groups.msn.com/laverda>

General bulletin board thing

<http://perso.wanadoo.fr/laverdmania/menugb.htm>

Laverdmania. Excellent technical resource

<http://www.rspysse.anu.edu.au/~stb107/laverda/legend/index.html>

Laverda history for anoraks

MISSED A DOSSIER?

Classic Bike Dossier service● **DOSSIER 12**– **Triumph Daytona**

May 2005

● **DOSSIER 11**– **Kawasaki Z1**

April 2005

● **DOSSIER 10**– **BSA Singles**

March 2005

● **DOSSIER 09**– **Ducati Singles**

February 2005

● **DOSSIER 08 – AMC Twins**

January 2005

● **DOSSIER 07 – BSA A65**

November 2004

● **DOSSIER 06 – Triumph T140**

October 2004

● **DOSSIER 05 – Yamaha RD350LC**

September 2004

● **DOSSIER 04 – Suzuki GT750**

August 2004

● **DOSSIER 03 – Norton Dominator**

July 2004

● **DOSSIER 02 – Honda CB750**

June 2004

● **DOSSIER 01 – Triumph Trident**

May 2004

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