

JOTA

Return of the Orange Fireball

- When tested by the bike press they said:
1. The specially tuned 1000cc triple proved to be the fastest Laverda yet tested.
 2. Even at 140mph in a strong side wind the machine was so rock steady there was hardly any impression of speed.
 3. The chassis is still a match for anything the power can throw at it and the steering is still light and ultra stable.
 4. Those Brembo brakes are about the best I've ever used.
 5. Its zippy top-end power band should put it amongst the fastest bikes on the road.
 6. A connoisseur's cafe racer.



Jota Specification

The machine is based on the RGA Jota but is fitted with a UK designed and built frame mounted fairing.

This fairing has been designed to give the Jota a more aggressive look, improve aerodynamics, high speed handling and steering ability.

It is constructed from colour impregnated carbon reinforced fibre glass. Twin Cibie halogen headlights are fitted - 120w mainbeam, 55w dip beam. Brackets used are all sand blasted and treated with black epoxy/polyester coating. The fasteners are stainless steel throughout. Particular attention has been paid to keeping weight as low as possible. Total weight of the 1984 Jota is only 2.2kg heavier than the unfaired 1983 model.

A new option available for 1984 Laverda purchasers will be specially tuned and prepared high performance engines. To special order only, through all UK Laverda dealers, the Concessionaires will supply bikes fitted with gas flowed and polished cylinder heads featuring recut and narrower valve seats. Forged racing pistons (as fitted as original equipment on the Corsa), 120 Jota camshafts plus other related small modifications. Warranty is unaffected and the performance boost is "substantial". Available for owners wishing to use their machines in competition is a factory "Racing" exhaust system to boost power even more enabling the engine to rev to over 9000 rpm through the gears and approach a 150mph maximum.

**SHOULDN'T YOU BE RIDING
A LAVERDA?**



LAVERDA

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