

With this Inaugural Newsletter, the Club has grown to 14 Members with contacts of about fifty owners.

The Club began as the brain-child of the current Secretary, who felt he owned one of the finest machines in current production and wanted to join with other owners and to tell the world about his fabulous brute. His machine is an early Laverda, American Eagle, which has been up-graded over the years as Laverda developed even more sophisticated engines. The Frame Number is 1222 which is probably the lowest in Great Britain although another has been located with a Frame Number 1224

On May 5, 1974, Mr. Douglass Austin, then Marketing Manager of Moto Laverda Imports Ltd., his wife, Mr. and Mrs. P. Barton, Messrs. G. Blanthorn, R. Bradley, A. Lewis, M. Donovan, H. R. Steward, M. P. Mitchell, A. D. W. Ackner and R. Tay met at the home of Mr. Ian Tay, Director of MoCheck Limited, to discuss the basic rules to govern the Club. Mr. Austin was elected Chairman Pro-Tem and H. A. Kendall (absent offshore Norway) as Secretary/Treasurer. Messrs. Barton, Bradley and Donovan were elected as General Committee Members.

The first Committee Meeting was held on May 19, 1974, at the home of H. A. Kendall when Mike Donovan was elected Chairman in order that Mr. Austin could devote his time fully to the Sales and Marketing of Laverdas in Great Britain.

A Bank Account was officially opened in June 1974 and the Club was ready to operate.

Attached is a list of Members of record. The Machine Type, Serial Number and Registration Number of each Member is shared with all Members as a security measure in case a Member's vehicle is lost, stolen or otherwise mislaid. All Members will then be on the lookout for the missing bike.

A Map of Britain is included showing the Members—general location (designated by M), Laverda Dealers (designated by L) and some Laverda owners who have either contacted or come to the attention of the Secretary. This portrays between 25 to 35 percent of all Laverdas in Britain but is probably representative. You may note that there are two major areas of concentration - one around London; the other Manchester, with three smaller groups around Glasgow, Norwich and Derby. As the Club grown numerically and in status, functions could probably be held by a Central and Southern Chapter with perhaps area meetings.

A list of Laverda Test Reports is included. As you probably have some or all of these, they will not be sent except upon request. Any report you want will be sent to you but please do not request more than two at any time. Also please forward to the Secretary, any titles of articles you have which are not listed (preferably the article, which will be returned). More articles will be listed as they appear. Some extracts from these articles will appear in future Newsletters.

The Club has received some depressing news this month. Due to labour and economic problems in Italy, supplies of Laverdas from Vicenza are drying up. The consequence of this is that Slater Bros. has had to close the recently opened Chertsey Office. Mr. Douglass Austin will therefore no longer be associated with the distribution and supply as Slaters will have only a small allocation of machines and the demand is large. Spares are in good supply and should continue to remain so. This situation, while temporary, may last several months but should not restrict the Laverda Owners Club's growth.

Now for the good news. - Slater Bros. has generously offered to make a contribution to our Club's finances to the tune of £25.00. This will be very much

appreciated. Further good news. - A ten percent discount will be given by Slater Bros. on all spares to all Laverda Owners Club Members in good standing. You will recover the cost of Membership many times from their generous offer, so encourage your fellow Laverda owners to join and save wads of money. Membership Cards and identifying numbers will be given. Please use your Membership Card Number on all correspondence.

Even more good news. - Several Members have written complaining of the ignition system in the 1000-3. Bosch have now (they think) cured this problem. It appears that the thyristor in the magic box of tricks was at fault. To identify the unit, there will be a number stamped somewhere on the case. The magic numbers are 424. There may be other numbers but these are the critical numbers.

If the unit has a number 424 or higher, it is the corrected unit. If lower than 424, say 423 or 422, it is the earlier version and will be replaced as later units become available from Bosch. These units cost about sixty quid or so. Now, how they are returned is essential. It appears that some owners have been discarding the old unit when a new unit is supplied. This is just not on. Slater has to return the old unit to Bosch in order for Slater to be refunded. Ideally, if the unit is out of commission anyway, send the old unit in first (after checking that a new one is available). Otherwise, be very careful to send the old unit back to Slater when you have received the new unit. Failure to do so will result in confusion and a request to pay the sixty quid or so. Please cooperate.

Now for the racing news. - Slater's SFC was entered in the Isle of Man but unfortunately was written off after a second practice lap due to an unfortunate mishap, caused by a broken chain.

At Barcelona on July 7, Slater's SFC and Mike Tompkinson's 1000 were entered. Gurner and Brown were driving the 1000; A. Maloney and D. Cash were on the 750. The first British made bike came in No. 7 - No. 1 was a Kawasaki. The 1000 took third place, only 26 seconds behind second place. (Lucas ignition system was used.) The SFC had several minor problems - the front tyre (Dunlop) was worn out at 9 hours and the replacement was also worn out at the end of 24 hours. The rear chain only required adjustment once. The handlebar broke and a minor accident occurred at 22 hours. The most serious mishap was a cracked piston at 12 hours which lost 1-1/2 hours (you thought they were difficult to change). In spite of this, the machine ran to perfection. A word of warning - the 10.0 to 1 pistons on the SFC do not like lousy 92-93 octane petrol such as found in Spain. If running with high compression, increase jet size to allow running slightly rich to prevent overheating and cracked pistons.

Both the SFC and the 1000 will be entered at the Belgium 24 Race next month. Let's support our team and attend if possible.

And now some news from our Members. - Robert Bradley found it necessary to make minor changes to the electrical system on the SF (15300). The main beam and flasher warning lights were crossed. He also found it more convenient to alter the direction of the main/dip switch and the indicator switch. Earthing the tachometer with a separate ground wire is essential. Headlights were improved by using a Lucas HBL2 bulb but it had a short life. A Lucas Bright-eye was much better. I have found a standard automobile sealed beam unit will fit directly into the headlight rim with good results.

Adrian Lewis was unfortunate with his 1000-3. A few days after delivery, his ignition failed - quite embarrassing as his girl on pillion, kept making sarcastic remarks about the reliability of her Honda 500, as they were being towed home. Let's hope Adrian has had his exchange unit and is now operating. Adrian has had his heart set on a 1000 since the FIM Rally last year and hope he is not discouraged.

Trevor Hayden was on his nearly new Commando when he saw a magnificent 750SF on Bob Gollner's forecourt. He was so impressed he bought it without test driving it first (after consulting with his wife). He found the machine absolutely superb and as smooth as silk. He has removed the side stand (dangerous and I agree - check the ground first - it does not offer much support for a heavy machine). The switch gear can be improved. The petrol cap does not operate efficiently (no trouble with mine). The paint is very thin and easily scratched. All in all - no major gripes and the service from Gollner's on Denmead, Hants, has been excellent.

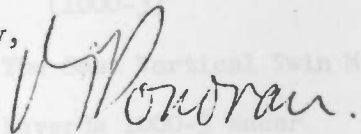
Stephen Shipley's regret is that the SF2 was not available several years ago. He did notice that the machine was tight and required careful breaking in. The handling was superb. The switch gear is not too good - this appears to be a common criticism - Laverda take note. The brakes are also superb.

We have received several other letters from owners but feel that we should confine the Newsletter to information from Club Members. All you need to do is join. Due to the expense involved in keeping this service in progress, this will be the last General Newsletter to all Laverda Owners of record with the Club. All future Newsletters will be directed to Club Members and Dealers only.

In closing, the Secretary can testify to the supreme braking. Upon entering a blind curve downhill, he saw the road blocked by a large lorry and a banger overtaking. He was able to pull his outfit up downhill in 15 yards from about 40 MPH before hitting the bank. The result - a very slightly bent wheel (1/8 inch out) and slight misalignment to chair.

More news in the next Newsletter and possibly an outing if the Membership continues to grow.

Sincerely,



M. Donovan  
Chairman

/HAK

Secretary: "Apsley" House, Park Road, Banstead, Surrey

NOTE: Prospective Members may contact the Secretary for further information about the Club. Joining Fee is £1.00 plus Annual Fee of £2.00.

LAVERDA TEST REPORTS

<u>Date</u>	<u>Title</u>	<u>Reference</u>	<u>Author</u>
10/70	The 750 ohc Laverda SS	"MCI"	Dave Minton
10/72	750 cc SF Laverda	"Super Bike Road Tests"	EMS
8/72	Laverda 750 SF	"Motor Cycle"	
8/73	Laverda SF	"Two Wheels Road Tests No. 1"	Australia
8/73	The Italian Mob	"Bike"	David Cobbold
8/73	5,000 Miles	"Bike"	
7/73	Laverda SF 750	"Motorcycle Sport"	B. Preston
7/73	Traditions of Tomorrow	"MCI"	Dave Minton
10/73	The Italian Job	"MCN"	John Robinson
11/73	Laverda's 1000-3	"Motorcycle Sport"	
8/72	The Laverda 1000-3	"MCN"	Dave Minton
10/73	More Than A Mere Superbike (1000-3)	"MCN"	Bruce Preston
5/74	The Best Vertical Twin Made	"MCI"	
6/74	Laverda 1000-3 Racer	"Motorcyclist"	R. Knight
6/74	The Endurance Racer (1000-3)	"Motorcyclist"	Dave Minton
8/71	Barcelona 24 Hour Race	"Motorcyclist"	Alan Peck
8/71	Land's End to John O'Groats	"Motorcyclist"	Dave Minton
4/74	It's Just Pure Distilled Sensuality (1000-3)	"Motorcyclist"	John Nutting
8/73	The Fabulous "Little Bike" (1000-3)	"Motorcyclist"	Brian Cowen
5/74	To The Smoke on 118 MPH (750 SF)	"Motorcyclist"	John Nutting



## CARBURATION - 750 SF

Carburetor:	36 PHF (AD/AS)	Air Slide:	50
Main Jet:	140	Idle Set:	60
Accelerator Pump Jet:	38	Needle Jet:	265 AB
Accelerator Pump Capacity:	0.3cc		
Mixture Adjuster Screw:	1 to 1-1/2 Turns Out		
Needle:	2nd Notch		

### Procedure:

- START engine and allow to warm. STOP engine and connect vacuum gauges to inlet manifolds.
- Adjust mixture adjuster screws to 1-1/2 turns out.
- START engine and set idling speed with idle screw adjuster
- Adjust mixture adjuster screws until idling is as even (regular) as possible. Set speed to 800 RPM by idle screw adjuster.
- Increase engine speed 1500 to 2000 RPM and turn cable adjusters until throttle valves open at the same time AND readings on vacuum gauges are equal for BOTH carburetors.

NOTE: If vacuum gauges NOT available, proceed as follows:

- Run engine on one cylinder only at speed of 1500 RPM.
- Replace HT lead and remove other HT lead, watching Rev. Counter.
- Keep changing leads and make adjustment to throttle cable adjuster until engine runs at same speed on either cylinder.

## CARBURATION - 1000-3C

Carburetor:	32 PHF (AD/AS)	Air Slide:	60
Main Jet:	120	Idle Jet:	55
Accelerator Pump Jet:	35	Needle Jet:	265 AB
Accelerator Pump Capacity:	0.2cc		
Mixture Adjuster Screw:	1 to 1-1/2 Turns Out		

### Procedure:

- START engine and allow to warm. STOP engine and connect vacuum gauges to all three inlets (vacuum gauge inlet located on front face of each carb - facing engine).
- Adjust mixture adjuster screw to 1-1/2 turns out.
- START engine and set idle speed to 2000 to 3000 RPM using lower throttle stop screw. With synchronization screws (located BETWEEN carbs), adjust OUTER carbs to CENTRAL carb.
- After synchronization, make final idling speed-adjustment (at 1000 RPM) by turning mixture adjuster screw, ONE AT A TIME, IN or OUT, until engine idles evenly (regular).
- Check synchronization finally by running engine to 3000 RPM while watching vacuum gauges.

WARNING: DO NOT TINKER UNLESS YOU KNOW WHAT YOU ARE ABOUT!