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On purely performance terms the Montyvic was not particularly impressive, its maximum speed being around 108 mph — the same as a 350 LC Yamaha.

But as an overall package it excelled in offering a near perfect blend of safe usable power, racer-like handling and outstanding braking power, due to its low weight and triple 260 mm cast iron Brembo discs.

Ground clearance wasn't a problem thanks to the well tucked in exhaust pipes, which are clearly visible in this shot.



'Son of John' was the title applied to the Laverda 500 Montjuic. Again the original idea stemmed from the fertile mind of Roger Slater.

Weighing in at 154 kg (360 lb) he saw this as a modern-day SFC, but with an affordable price tag.

Besides the obvious yellow and black finish and two-into-two black exhaust - plus of course the firing, clip-ons at rear sets. The Montjuic had a lightly tuned engine with higher compression 10.2:1 pistons and a fiercer cam profile. Carburetter size remained unchanged.







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IMMEDIATE

One of the most exciting new machines to appear since the fabulous Laverda 750 SFC (now rare collectors' prices) the Montjuic weighs in at 360 lb dry. Closely akin mechanically to the Alpino 'S', the Montjuic is an electrifying street legal production racer which competes - very successfully - in standard trim.

Recommended retail price including VAT is £2295

Further information: Richard Slater, Douglass Austin.

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The Montjuic was a clever move.  
It came out when Italian bikes were still selling in fair numbers on the export markets, including Britain — and unlike the majority of its rivals — which were normally in the superbike category, the Montjuic was sold at an affordable price. It also had the advantage of some excellent publicity which soon gave it cult status.



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A rare bird, the Laverda Formula 500. It is mechanically identical to the Montjuic 500 Twin cylinder, 8 valve, road machine which has had outstanding first season racing success in Britain.

Further information: Slater Bros.  
Collington,  
Nr. Bromyard,  
Herefordshire,  
England.

Tel: 08854 294