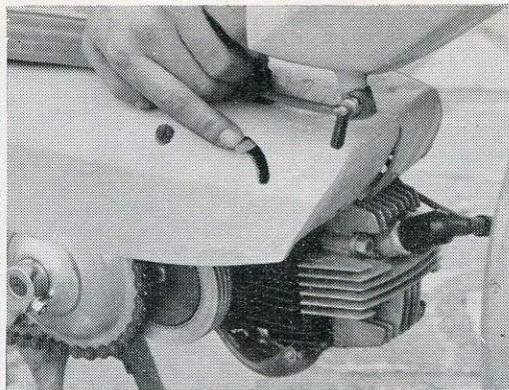
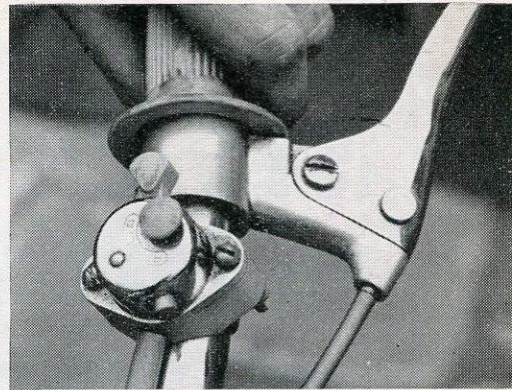


Front suspension is leading link type, with helical springs mounted in the fork legs. Spokes look very smart painted in black.

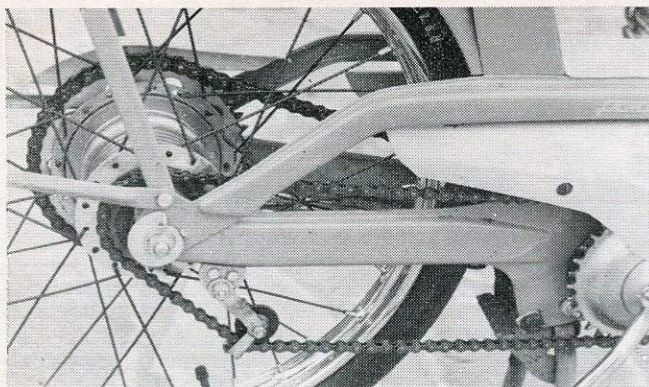


Choke automatically returns as revs rise. Engine unit is cowelled by two strong plastic covers, fixed by four screws.

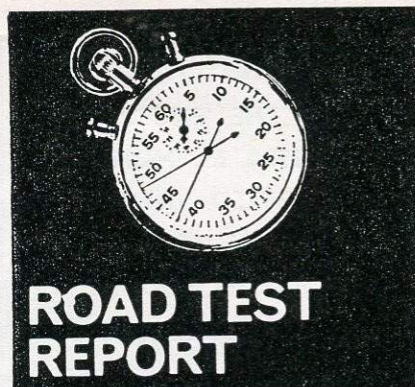


Single switch controls the horn, lights, dipswitch and engine cut-out. Instead of clutch left hand lever is for rear brake.





Two chains are fitted—one linked to the engine, the other the pedals. Snail cam type chain adjusters are fitted on either side of forks, which means adjustment is simple.



**EXHILARATING, EXCITING
and ECONOMICAL — that's the new**

LAMBRETTINO MOPED

The moment you step astride the new Lambrettino moped an entirely different world of two wheel transport is laid before your front wheel. Suddenly you find yourself part of the dicing moped masses that previously went by unnoticed.

Although the Lambrettino is only 39cc I had several successes against the 50 cc class machines while riding to and from work. The bike has an automatic clutch so all you do is open the throttle and steer it when it is going. Slight peddling from a start helps with acceleration if you need a quick getaway, although it was perfectly happy to pull itself along.

Once going it would soon reach the top speed, which is around 30 mph on the level, though it often went above this figure down hill. I drove

it flat out all the time and it was perfectly happy to stay at this all day. Fuel consumption and the exact speed was not easy to assess for there are no instruments fitted to the bike as yet, though provision is made for a speed/milometer which will probably be on sale as an optional extra later. I rode for miles on half a gallon and 200 mpg is a fairly accurate figure even when driving flat out.

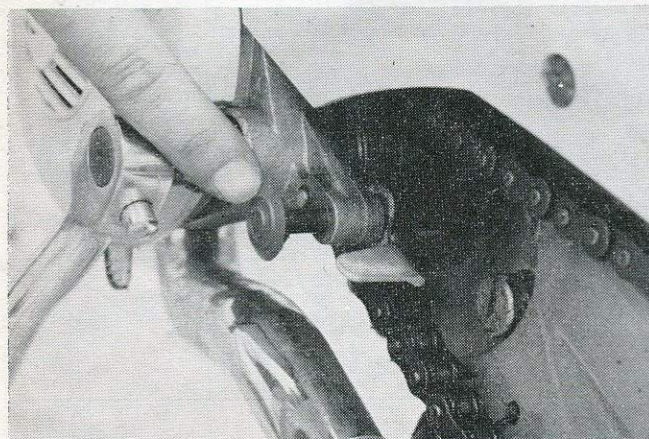
When at last I did run out of petrol a push of a button disconnects the engine drive and transforms the moped into a pushbike.

The moped is just as simple as a pushbike to ride with all the controls in the same position, but with just one extra one added—the throttle. I sat a young girl on it who had not ridden on two wheels since her school

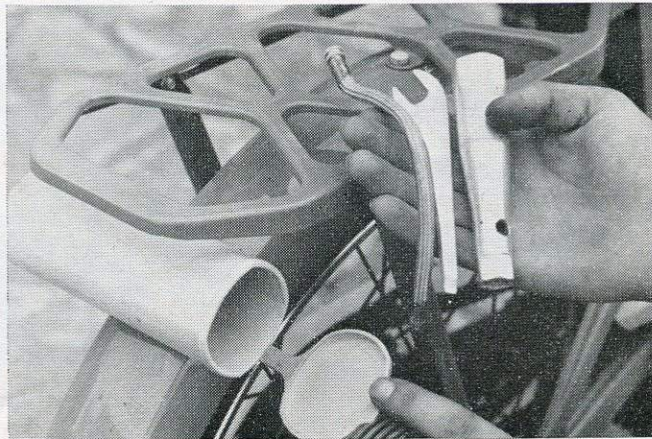
days and after a few minutes explaining what she had to do with the throttle she rode off without any trouble at all.

Only complaint was the solid rear suspension. This system is just as comfortable as the swinging arm type if the saddle is comfortably sprung. The Lambrettino's saddle was under-sprung enough to give a slightly aching rear end after a long ride, and I weigh eleven stone. Six volt electrics meant a weak horn but the lights were fine if the revs were kept up because of the flywheel magneto electrical system.

Compared with some mopeds the price is fairly high at £67 17s. 6d, but for this you get a sturdy well made mount that is easy to maintain with plentiful spares available.

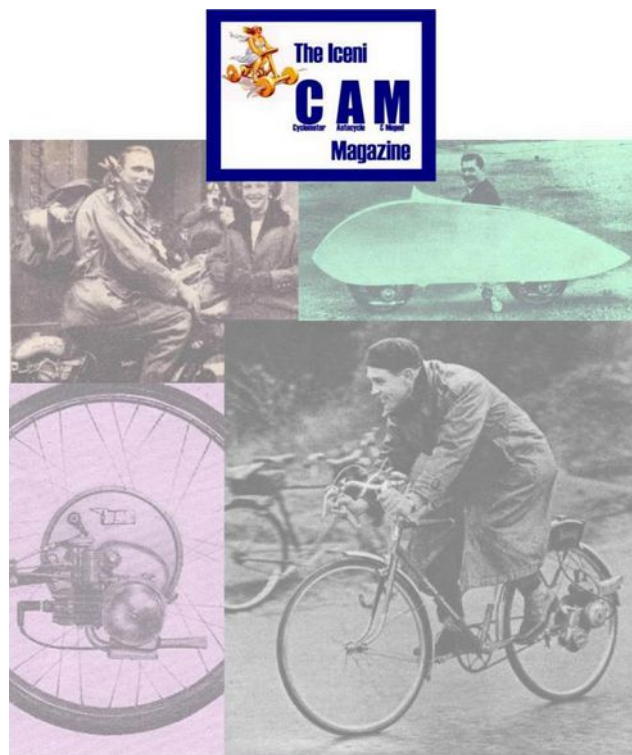


If you run out of petrol just push in this button and pedal on to the nearest garage. Petrol tank holds six tenths of a gallon of 4% mix. Petrol tap is two position—on/off.



Polythene tool case is mounted beneath the strong rear carrier. Tools though are very few. One box spanner, an open end spanner. Screwdriver, tyre connector—no pump.

IceniCAM On-Line Library



www.icenicam.org.uk