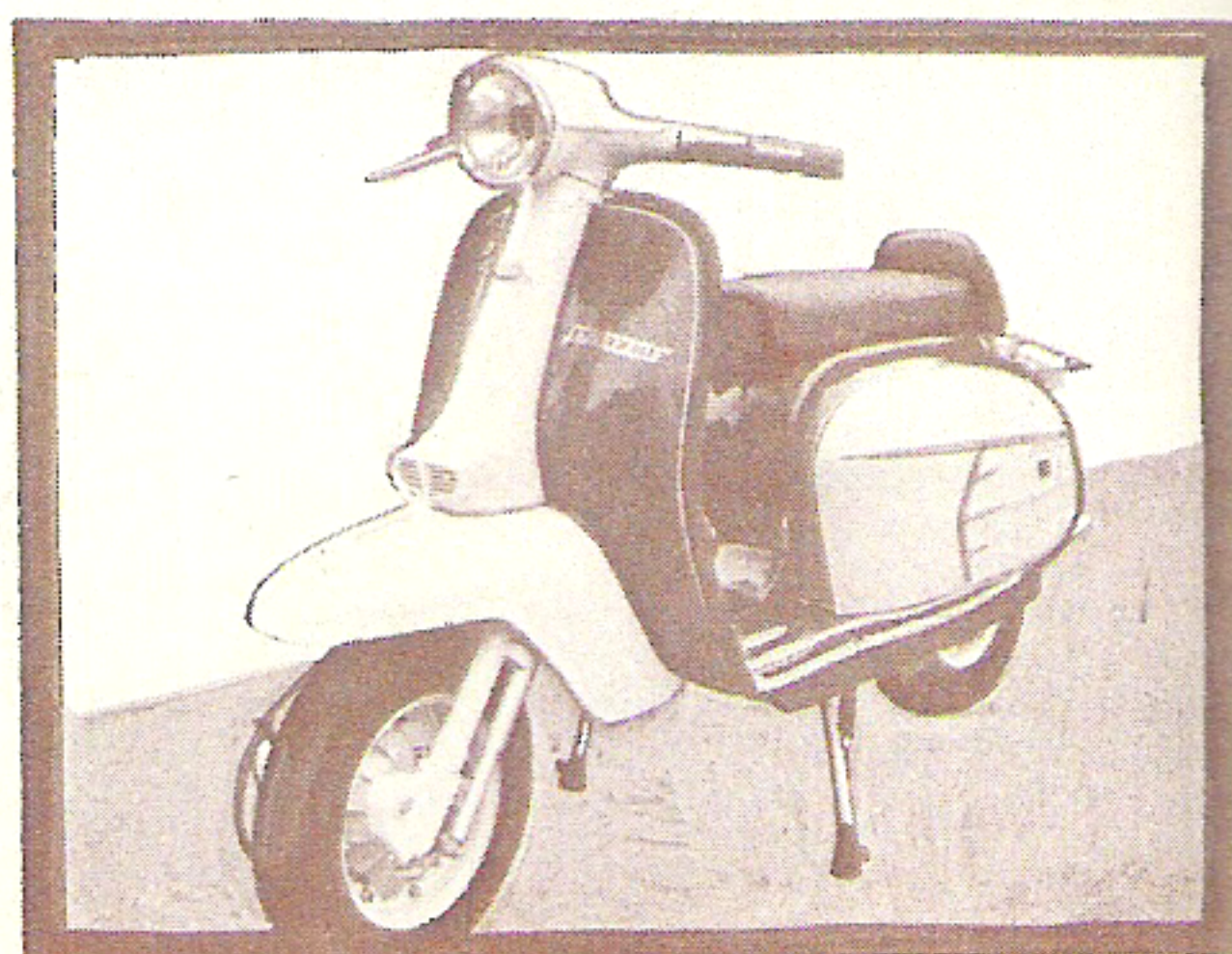


250 'S'

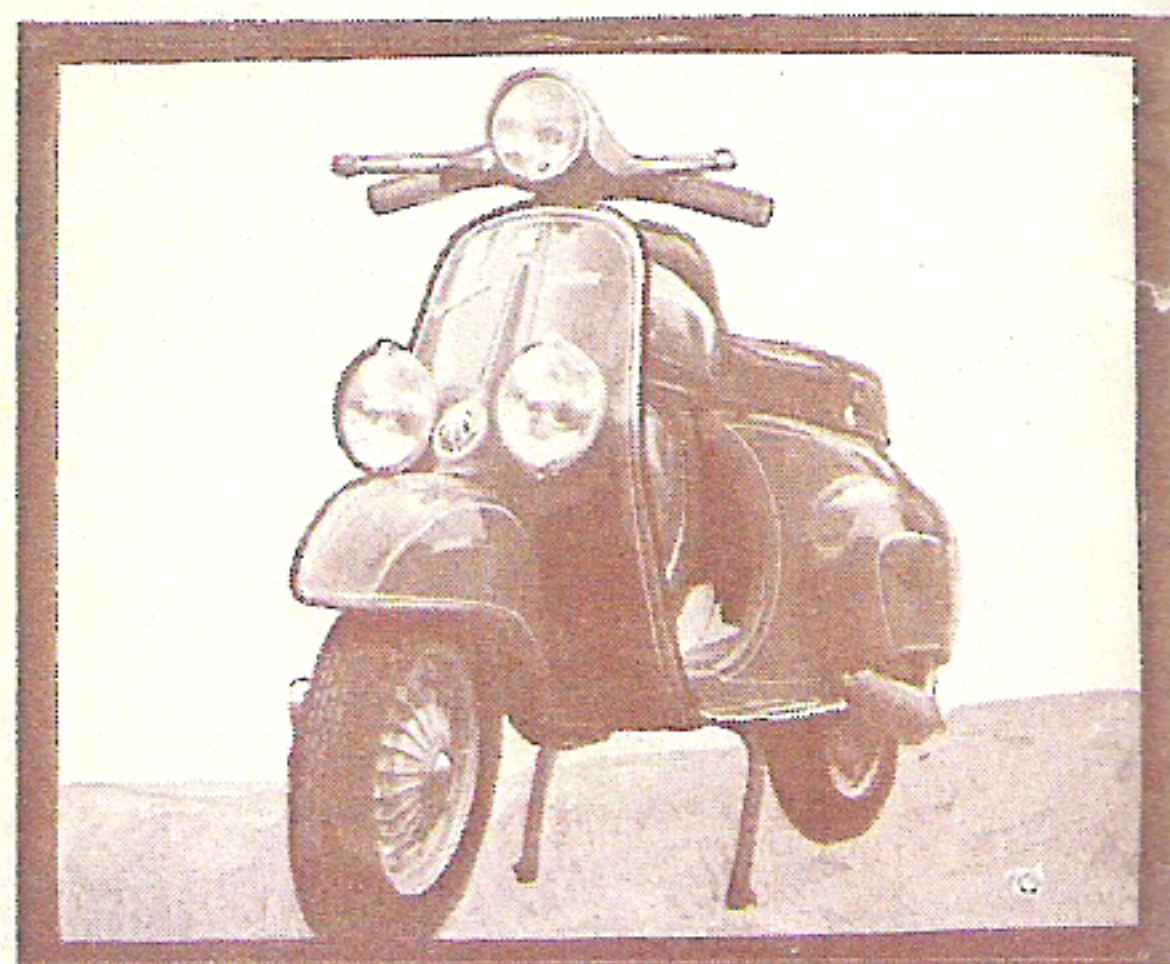
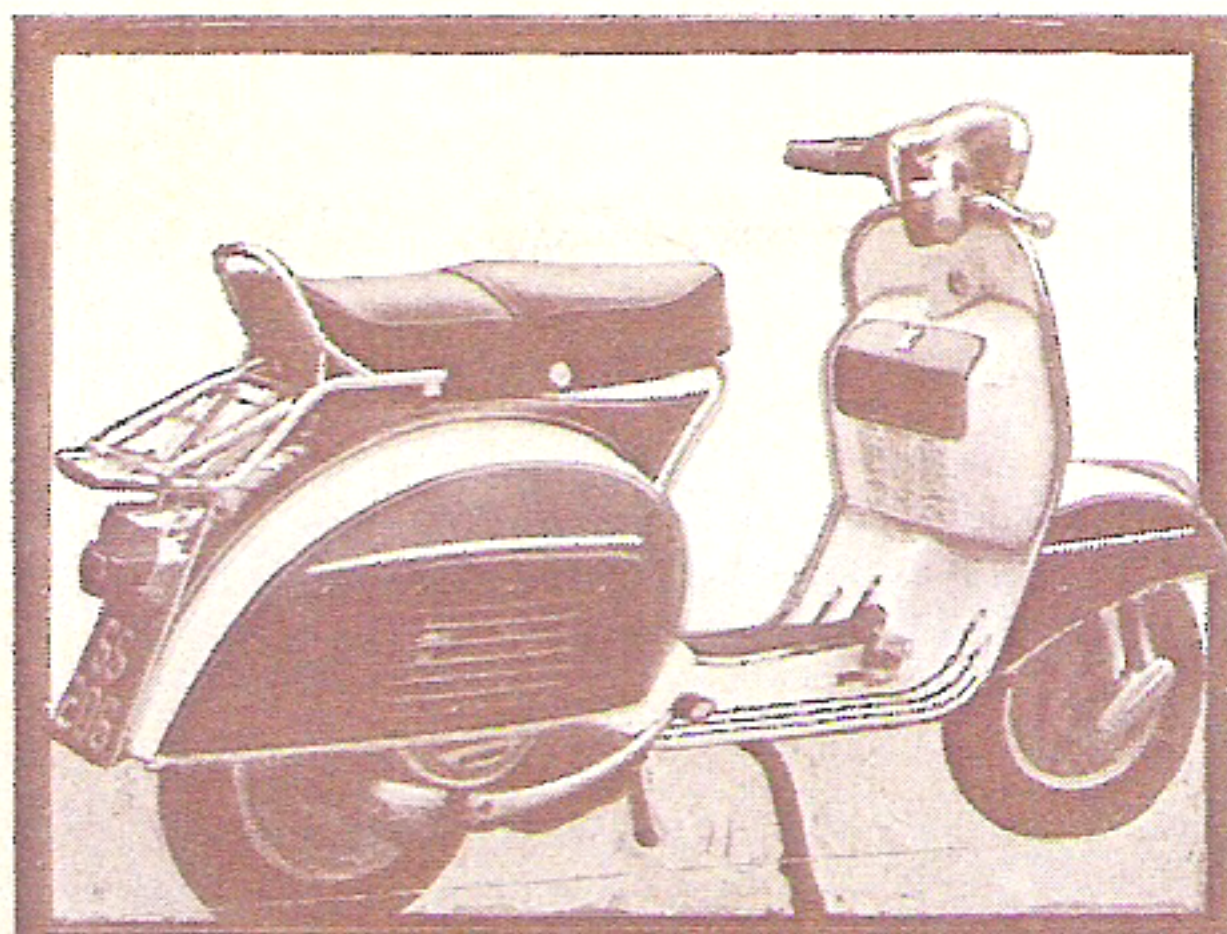
Not another over-bored barrel but a new engine from the crankshaft to the plug.

Left: 2 inch 4 stud exhaust, part of alloy barrel and head as seen from under-side of engine.



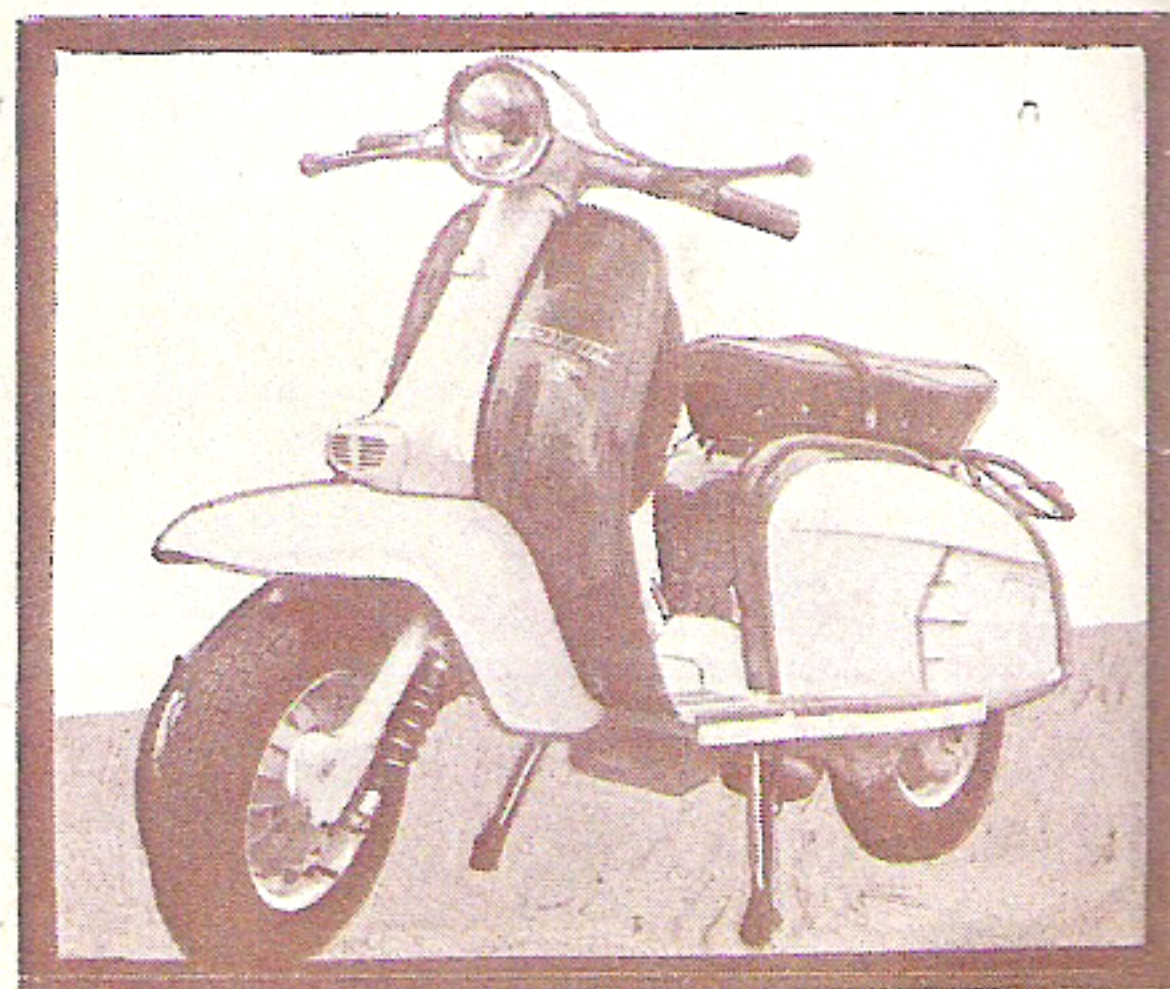
125 Trialmaster

12 Volt Pathfinder lighting and 125cc power make this the ideal machine for most scooter trials and gymkhana events.



SS 200

Manhattan finish, (the front shield less the horn casting is in the second colour).



'S' Type

Available as either 200 or 225cc, complete with carrier, spare wheel, etc.

Quarter mile Sprint - 16.7 Secs.

Prepared and ridden by chief mechanic Nick Barnes, the 200cc Lambretta consistently broke 17 seconds for the standing quarter mile. All standard panelwork was used with the exception of lowering the handlebars to a comfortable position when dispensing with the seat. The engine retained the flywheel fan cooling system, the standard type exhaust and the sparking plug in the original position. Alterations were made to the standard barrel, piston and cylinder head, a 9-1 compression ratio using best pump petrol and Castrol oil through a 1 inch Philips Fuel Injector. Not only is competitive scootering fun, but it is an invaluable proving for the performance and reliability of new ideas.

