

SEPTEMBER 1968

2/6d

MOTORCYCLE

SCOOTER & THREE-WHEELER

MECHANICS

LARGE SALE



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SPECIAL OFFER!

CIRCUIT TESTER

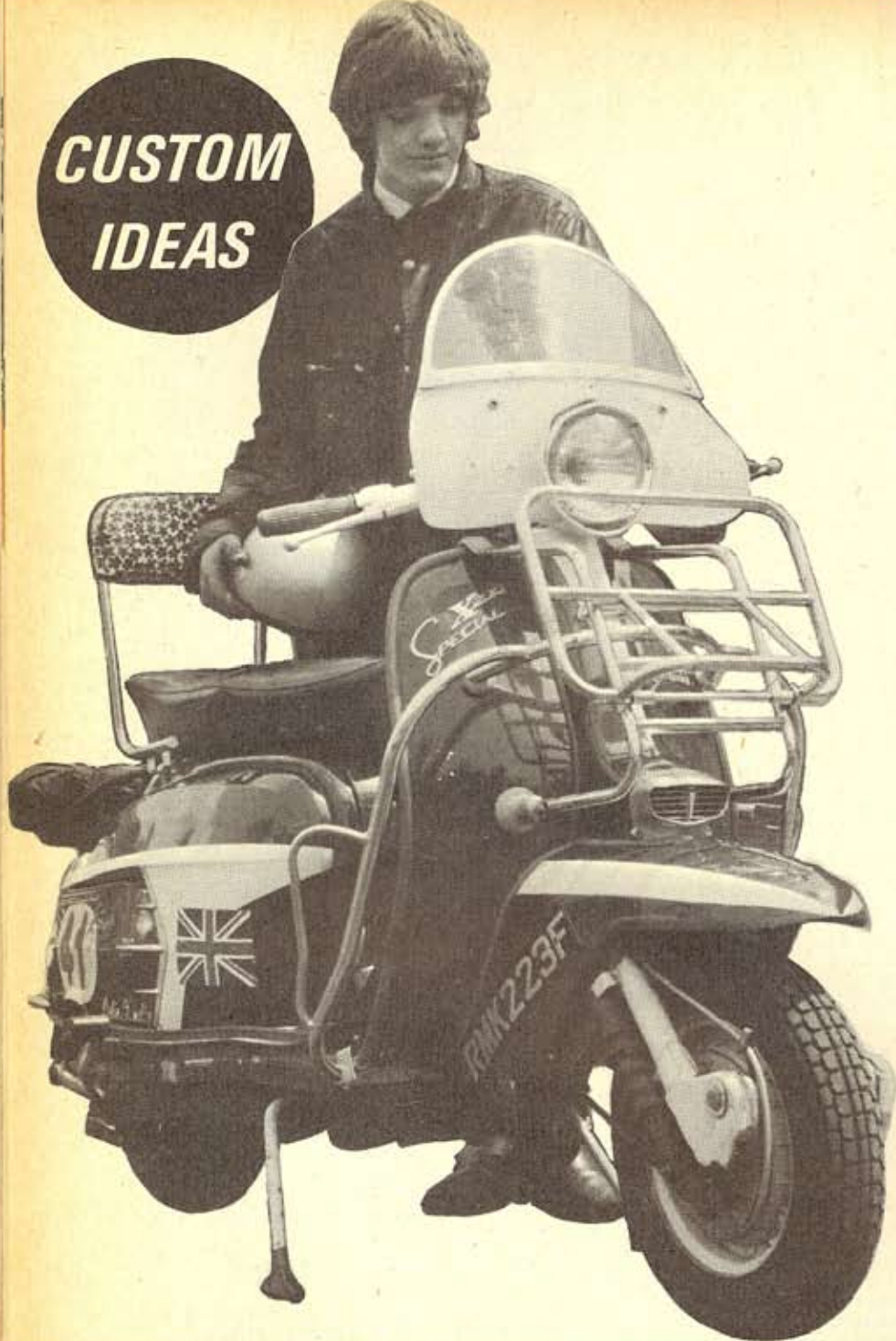
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**CUSTOM
IDEAS**



TEN GOOD ENGINE MODS



Cylinder head skimming is standard practice in two-stroke tuning; this one, from a Lambretta 150 has had 0.060 in. taken off. Radius edge of combustion space to clear piston

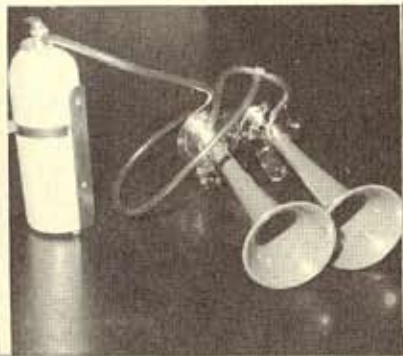


Going from the entrance to the exit, Supertune fit this modified exhaust pipe, together with an altered silencer box. All of their tuning mods have Lambretta's blessing

**PERSONALISE YOUR
MOUNT WITH THESE
LOOK-SMART GADGETS
AND ENGINE MODS**



The trend is going away from the rows of lights and trailing furs of days of yore, and now the bolt-on goodies are more functional, like...



the trim on the SX 200, or these air horns. This is now the only legal way to make more than 92 decibels, and they do. Operated by . . .



compressed air cylinder with foot or hand control. Standard horns can be trimmed with this casting cover for extra smart frontage (Lambretta . . .



shown but available for Vespa) and to complete the functional look this alloy front mudguard costs only 14s. 6d. from the "goody" shops . . .

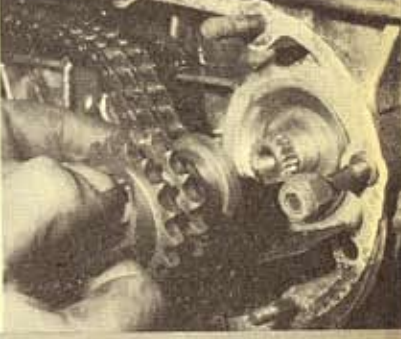
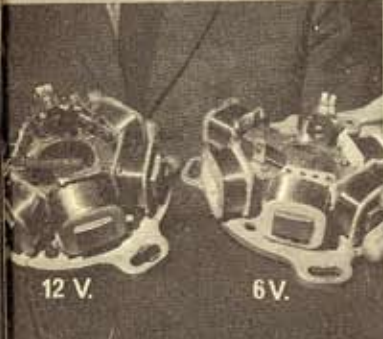


An alternative for Lambretta owners is to buy one of these 10:1 c.r. heads made by George Todd. They cost £4 16s. 6d. each, and that includes the correct NGK sports spark plug

Piston modification to give more precise and longer timing periods can be carried out by owners, or bought from Supertune, 335 Brighton Road, South Croydon who are . . .

. . . specialists in tuning Lambretta models, and even race them! This pic shows their barrel with enlarged transfer ports and new inlet tract (on right), for use with cutaway piston

Although the inlet port doesn't need altering, performance benefits from this inlet manifold which will accept either an Amal Monobloc or a Wal Phillips "injector"



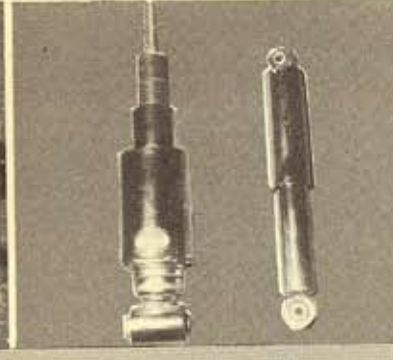
This won't make you go faster, but it will enable you to fit extra lights, flashers and all the other benefits that go with 12-volt electrics. Modded generator charges via a Zener diode

With more poke coming from the engine, transmission needs toughening up a bit. This spacer fitted into clutch increases spring pressure considerably. New springs will be available

Even with the extra power, the old suspension units perform quite well, but a double engine mounting (shown in place, with standard unit for comparison) increases frame rigidity

The mill in its final state of tune will pull a slightly higher gear as provided by this special 16-tooth sprocket, but acceleration will be better with the standard 15-tooth

SCOOTER SPECIAL



There are plenty of custom seats and backrests on the market, but we thought this one from GGB Engineering one of the smartest and comfiest...

In there with the functional bit, this (Lambretta) rev-counter was made up by Smith's competition department. Drive is taken from the crankshaft

More good-look stuff in the form of shiny chrome front dampers, Vespa on our left, Bretta on the right, both costing 45s. 0d. from accessory . . .

shops, as is this Vespa exhaust system. The chrome tail pipes are tapered with detachable additional baffles. Noise level not known.