

THE NEW
Lambretta
48 C.C.
MO-PED

See the new
 48 cc Mo-ped in
 your Lambretta
 dealer's showroom.
 It is a very
 attractive machine,
 unique in design
 and proved in
 service — and
 remember this new
 Mo-ped is backed by
 the comprehensive
 Lambretta spares and
 after-sales service.
Write for Catalogue.



The new 48 cc Mop-ed £57 . 19 . 3 plus £13 . 18 . 3 Total £71 . 17 . 6

You'll never be late—on a 'Forty Eight'

GET AROUND BETTER—TRAVEL

Lambretta

LAMBRETTA CONCESSIONAIRES LIMITED, 424/426 Kingston Road, Raynes Park, S.W.20

Smee's

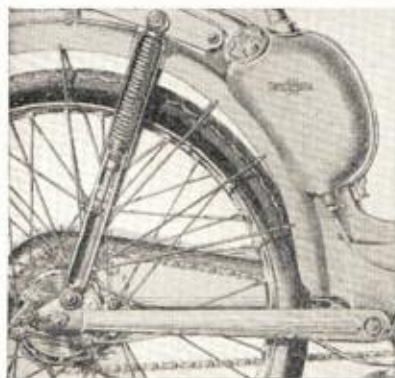
New Mo-ped

The LAMBRETТА

"48"

(Top and centre:) *Cutaway views of the swinging arm rear and bottom link front suspension.*

(Bottom:) *The quick release wheel arrangement.*



INNOCENTI are producing this new moped in large quantity (about 200 daily) to cut down production costs, thus enabling them to sell their new model at a very low price.

The two-stroke engine is "over square", to increase the r.p.m. for more power, reducing in the meantime the linear speed of the piston. Bore and stroke are 40 mm. by 38 mm., cubic capacity 48 c.c. The light alloy head is deeply finned and is provided with a decompression valve. The connecting-rod is steel forged with its big end rotating on a roller bearing; the crankshaft is of the built-up type, while the piston with two rings is cast light alloy. Ignition is by flywheel magneto with external H.T. coil for better cooling and consequent longer life.

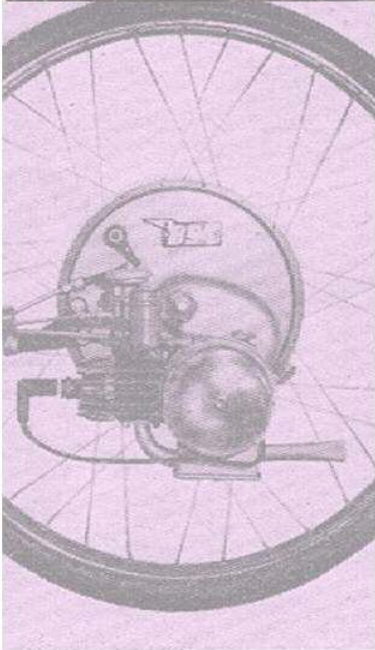
Maximum power output is 1.7 b.h.p., at 5000 r.p.m. with a $6\frac{1}{2}$ to 1 compression ratio. The chain primary drive, the two-speed gear box in unit with the engine and the single plate clutch are running in oil.

The backbone-type frame is pressed steel and electric welded, like the leading link front fork. The rear suspension is by means of

a swinging arm controlled by telescopic shock-absorbers with long, helical springs. The petrol tank is located just under the saddle and has a capacity of over half a gallon. A worthy-of-note feature of the *Lambretta* is the large pressed steel luggage carrier, which can carry a weight of about 50 pounds. Also worthy of note is the air filter of the *Dellorto* carburettor; this filter is concealed in the lower part of the frame for silencing, while the mechanical noise has been reduced to the lowest possible degree. Even with the engine over-revving in neutral gear the exhaust noise does not exceed 80 phons. Interesting detail is the device for releasing the engine/clutch unit from the pedalling gear so that the use of the machine as a cycle is much easier than with most mo-peds.

The machine was introduced to the Press and trade at a party in London on July 31st. We were able to enjoy a short ride on one and found it very smooth and quiet, easy to handle, comfortable and good looking. Backed by the very extensive *Lambretta* service organisation, this mo-ped is assured of a wide and permanent market.

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