

250

"The most complete high performance scooter ever offered".

"A mile eating monster with a performance which borders on the shattering, even for a tester who is used to riding full blown racing motor cycles". "Showed a clean pair of heels to the more than surprised owners of at least three racing bikes out on the track at the same time - including one 350 c.c. capacity mount".

These are some of the many compliments that the 250 'S' Lambretta has received, reports including Brands Hatch road test in the March issue of the Practical Scooter. After fastidious development we fitted a new barrel, head, piston, induction and exhaust to extensively modified crankcases and crankshafts of both Lambretta and Vespa origin, giving a truly functional engine of 250 c.c., not just an over bored original barrel. The performance figures are now history, with 125 (yes 125 c.c.) gearing the 200 'S' was touching 80 m.p.h. at the end of the Brands Hatch straight and with an almost unlimited selection of gearing at low cost available for the Lambretta, the 250's become a practical road machine.

No method of increasing the Vespa gearing to the desired ratio could be found other than at enormous expense for small quantities or by ordering literally thousands of sets. This has overpriced the Vespa conversion to 250 c.c. which in turn has increased the conversion cost of a new Lambretta to over £100 as the original price of £75 above list was assessed on a run of not less than 100 units of the two makes.

It is with considerable regret that we write the epitaph of the 'production' 250, consoling ourselves with the knowledge that so many of the very best two wheeled vehicles were forced out of production by the price being more than the public were prepared to pay irrespective of how good the value for money !

The 250 converted Vespa or Lambretta is still available, but dependant upon the detailed specification chosen the price will be Vespa approx. £360.

Lambretta " £325.