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Lambretta 125 d

Lambretta 125 ld

INSTRUCTION MANUAL





INTRODUCTION

Lambretta 125 d and **Lambretta 125 ld**, for which this booklet is intended, reach the market at a time when our production has benefited from the experience of five years construction and sales. Particularly we have turned to our account the experience of hundreds of thousands of users who have progressively profited by the innovations effected on six successive Lambretta models.

Lambretta 125 d and **ld** are, therefore, derived from a trend of continuous improvements. They are still offered in their dual type, because Lambretta users are divided into two distinct groups, their choice being ruled by practical considerations. The characteristic improvements on both new models have been carried out to meet the user's special requirements and above all to satisfy the designer's aim to give increased comfort and dependability to a vehicle which has already proved more efficient than was at first thought possible. As a result, a more comfortable front and rear springing that in preceding models has been fitted and more power has been obtained from the engine, without altering its characteristics or increasing wear and specific consumption.

You will find the new silencer operating with the required noiselessness without detriment to the well known brilliant engine performance.

Here you are in possession of a modern means of transport, swift, practical, neat-looking, silent and

absolutely dependable. Lambretta will fulfill your wishes and aspirations. Whether you think of using it for getting about quickly in town, for long-distance touring or for working purposes, it will be of continuous service to you. Though not a racer, the joy of speeding will be yours within safe limits, and provided you do not use it in unsuitable conditions and on unsafe roads.

If you treat it well, Lambretta will not let you down. Always ready to please you, it will give you satisfaction and what is more, that sense of independence and ease in getting about which you thought could only be obtained by car.

To you as well, ladies, Lambretta can be of the greatest use. If you also treat it sensibly it will serve you well. It will give you freedom, but never to the detriment of your personality. After a time you will notice how easy it is to drive, how smoothly it runs, how excellent its acceleration is and what a good climber it is.

By attending carefully to the few fundamental rules here clearly explained and accompanied by appropriate illustrations, you can now travel in all confidence.

Our Company will thus make it clear to you that every possible effort has been made to place a motor vehicle at your disposal which is modern and meets all your requirements.

INSTRUCTION MANUAL

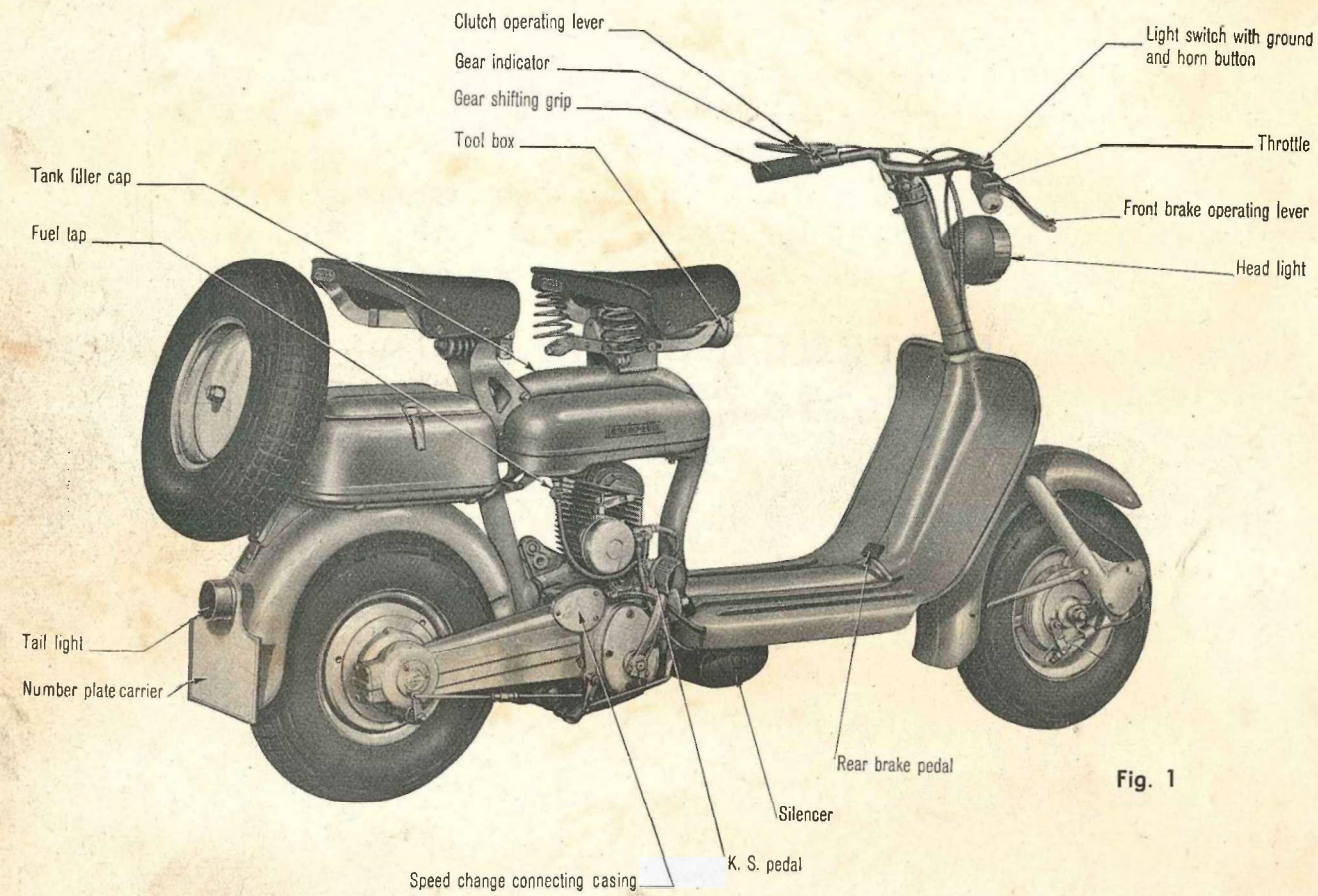


Fig. 1

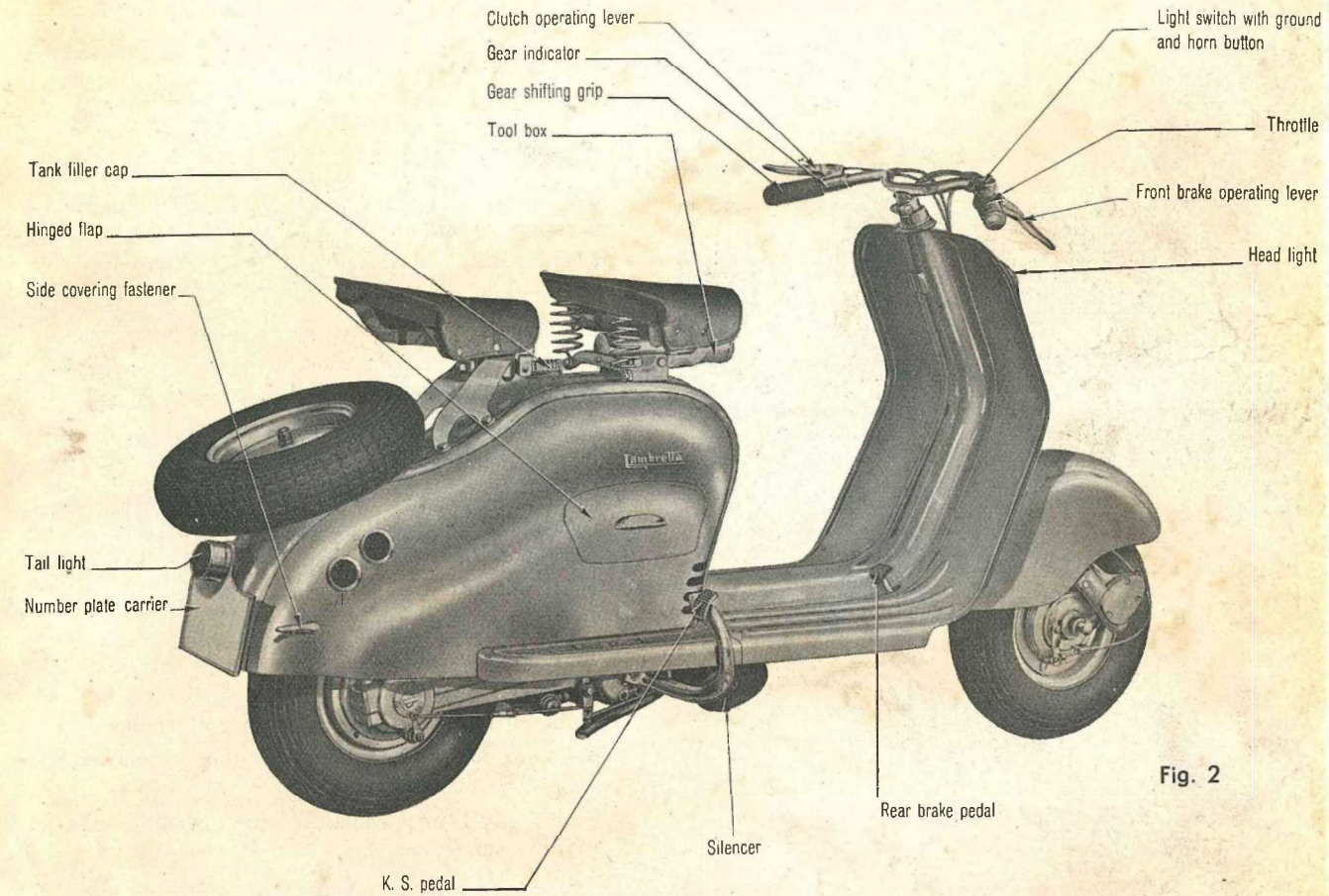


Fig. 2

MAIN FEATURES

Vehicle

	mod. d	mod. ld
Overall length	1.770 m (70")	1.770 m (70")
Overall height	0.960 m (38")	0.960 m (38")
Ground clearance	0.110 m (4-3/8")	0.110 m (4-3/8")
Width (Handlebar)	0.740 m (29")	0.740 m (29")
Wheelbase	1.281 m (50-1/2")	1.281 m (50-1/2")
Unloaded weight	70 kg (154 lbs)	85 kg (187 lbs)
Max speed	70-75 km/h (44-47 m.p.h.)	
Fuel consumption	140 m.p.g. at normal speed	
Uphills:		
low gear	26% gear ratio 1 : 12.9	
second gear	16% gear ratio 1 : 7.5	
top gear	7% gear ratio 1 : 4.75	

Engine

2-stroke single cylinder engine
Capacity 123 cc

Bore 52 mm (2.047")
Stroke 58 mm (2.283")
Compression ratio 1 : 6.5
Max r.p.m. 4600
HP output 5
Cylinder of high quality, wear-resistant cast iron.
Cylinder head of light alloy, die cast.
Pressed piston of light alloy, wear-resistant.
Connecting rod of high-strength steel with needle bearings on big end.
Crankshaft in three parts carried in ball bearings.
Ignition by flywheel magneto with advance setting when standing.
4-pole magneto (24 Watt).
Side located spark plug.
Starting by pedal.
Lubrication by petrol.
Carburettor incorporating filter and air cleaner:
Dell'Orto MA 18B2: choke 18 mm (0.7086"); max jet 75/100 mm (0.0295").
Zenith MCT 19: choke 19 mm (0.748"); max jet 100/100 mm (0.0394").

Engine cooling system: Model d = air cooled.
Model ld = forced ventilation by fan fitted on the flywheel.

Clutch

Multi-plate type running in oil bath; hand operated on the left handgrip (fig. 1-2).

Gearbox

3-speed. Constant-mesh gears in oil bath made of high-strength steel.
Hand control combined with clutch control (fig. 1-2) on the left handgrip.
Gear position indicator near the handgrip.

Transmission

Directly to the rear bevel gears by torsion bar, specially efficient against sudden rpm variations. The entire group is enclosed in the transmission case (fig. 10-A). Bevel gears running in oil bath. The connection for the speedometer drive is to be found under the cap (B) on the transmission case.

Frame

The frame is of a large steel tube section ensuring highest rigidity and eliminating vibrations.

Suspension

The front suspension (fig. 3) is realised by means of rocker arms. Each rocker arm is connected to a lever bearing an end-roller which compresses a progressive type spring, located inside the fork tubes (A). This group is hermetically protected against water and dust and operates in the grease enclosed within the box (B), the result being longer working life and no maintenance. The rear suspension (fig. 4) is designed with a long swinging arm, consisting of the transmission case (fig.

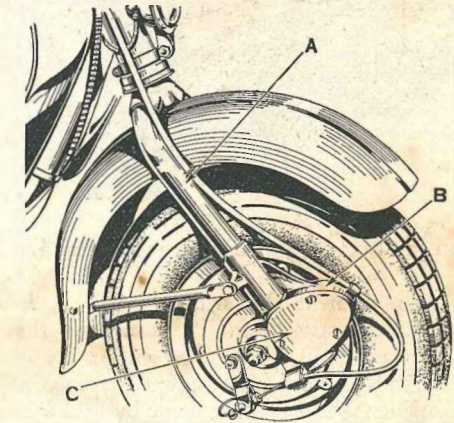
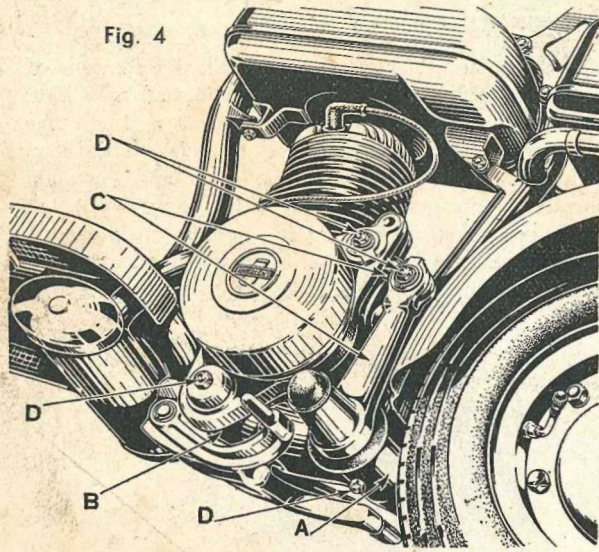


Fig. 3

Fig. 4



10-A), and pivoting on a robust pin incorporated in the frame.

Through its movement the swinging arm loads the suitably supported torsion bar. The swings of the engine group are transmitted to the torsion bar by means of return levers (C), which are properly proportioned in order to reduce the torsion bar angle by load increase. Thus the deflections of the torsion bar are not directly proportional to the load and this improvement ensures

equally good riding when the vehicle is laden either with the rider only or with the pillion rider too.

The return levers (C) and the torsion bar are properly protected and lubricated by means of grease guns (D). Provision is made for the mounting of a suitable damper.

Tank

Fuel capacity: 1,3 galls (6 litres) – Reserve: 1-1/4 pt (0,7 litres).

3-way tap (fig. 5).

C = close A = open R = reserve

Brakes

Internal expanding type brakes operated by flexible hand control on the front wheel; rigid pedal control on the rear wheel.

Wheels

Interchangeable wheels. The rear wheel is detachable like motor car wheels.

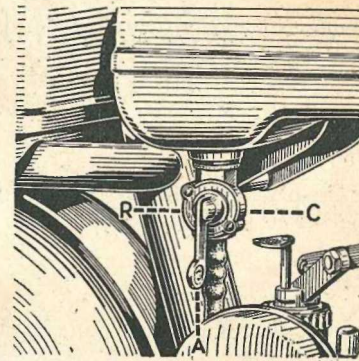


Fig. 5

Easy dismantling of the pressed steel sheet rims. 4.00-8" tyres. Inflating pressure: 10-12 lbs/s.i. for the front tyre. 25 lbs/s.i. for the rear tyre with pillion rider.

Electrical system

By flywheel magneto. Headlight with twin-filament bulb 6 V 25/25 Watt.

Tail light with red gem, 6 V 3 Watt.

The horn control is combined with the light switch.

Tools

- 1 multi-end spanner
- 1 socket spanner
- 1 screw driver.

Accessories

Mod. d: pillion seat, baggage box, spare wheel, foot-rests for pillion rider.

Mod. ld: pillion rider seat and spare wheel.

All accessories are supplied with the necessary supports and fittings.

SERVICE INSTRUCTIONS

As mentioned in the Foreword, the Lambretta has been so designed as to make it accessible for everybody whatever their ages may be and no particular cleverness is required for its use and maintenance.

However it is strongly recommended, in order to obtain a perfect running of the mechanical parts of the vehicle and increase their operating life, to run with reduced throttle for the first 600 miles at a maximum speed of 35 m.p.h. and to avoid riding uphill with full throttle. You will find hereunder some hints and advices.

Tank and fuel

Loose the filler cap on the left hand of the tank. Use only good petrol mixed with fluid mineral oil (corresponding to SAE 30) in the following proportion: 8% for the first 300 miles - 5% afterwards.

We recommend MOBILOIL A of the Vacuum Co. For a good combination the mixture must be well stirred before filling the tank.

Never use petrol only or mixed in a lower proportion than described.

Open the tap and check if petrol flows to carburetter. If necessary, flood carburetter slightly by depressing the tickler button on the carburetter cap (fig. 10-D).

Lubrication

Check oil level through the corresponding plug holes. Use for lubrication of the gearbox the same oil as indicated for the mixture (MOBILOIL A).

During summer months or in hot regions use a quality of oil corresponding to SAE 50 (MOBILOIL BB of the Vacuum Co.).

For transmission bevel gears the use of proper oil is recommended. (MOBILOIL BB of the Vacuum Co.). See Lubrication Diagram.

Spark Plug

When fitting the spark plug, make sure to adapt the washer and to locate the spark plug with the exact inclination. Do this by hand. Use the spanner for final locking only.

Carburetter

The carburetter incorporates a filter which ensures that clean petrol is delivered to the carburetter organs, thus avoiding the jets and the fuel lines getting clogged, with consequent troubles in the engine performance and their dismantling for cleaning purpose.

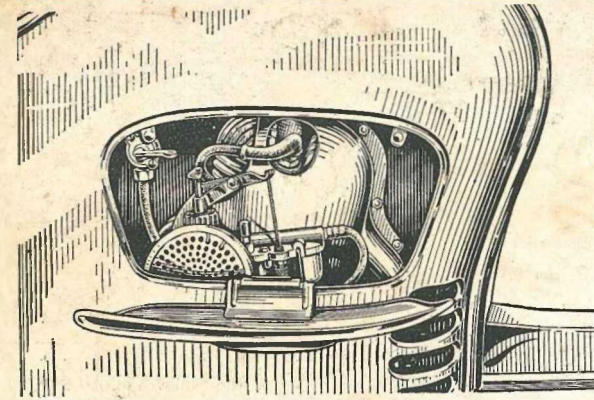


Fig. 6

The filter can be quickly and easily taken out and foreign matter removed.

The max jet, as indicated in the Main Features, is tuned to meet every requirement under normal climatic conditions. At low temperatures in order to avoid troubles in the engine performance (preignition, head-knocking, etc.) it is advisable to use a jet of larger diameter.

For Dell'Orto carburetter a jet of 0.0307" (78/100 mm). For Zenith carburetter a jet of 0.0401" (102/100 mm). Idling running is obtained by adjusting the air inlet horizontal screw fitted outside the carburetter.

We recommend when the Lambretta motor scooter is

not used for a long time to check that no petrol is left in the carburetter in order to avoid its getting clogged because of the natural separation of oil from petrol.

When using Lambretta again after a long period of rest, it is advisable to shake the mixture in the tank. On model 1d, to inspect the carburetter, open the hinged flap on the right side cover of the bodywork (fig. 6).

Starting

Close the choke valve to limit air inlet, especially at low temperatures, by depressing the needle fitted on the carburetter cap. Check on the gear position indicator that the gear is in neutral position (between low and second gear); then actuate the K.S. pedal and turn throttle control (on the r.h. handgrip).

When the engine has started, lift the choke valve to its full open position to let air in.

Speed change

The speed change control is located on the l.h. handgrip (fig. 1-2).

When changing speed, reduce throttle, declutch and put in speed, smoothly rotating the handgrip. Then gradually release the clutch operating lever and accelerate the engines especially when starting, to avoid clutch straining and engine stopping.

After a short practice these operations will be easily performed.

LUBRICATION DIAGRAM

PERIODIC MAINTENANCE

Lubricate the indicated points:

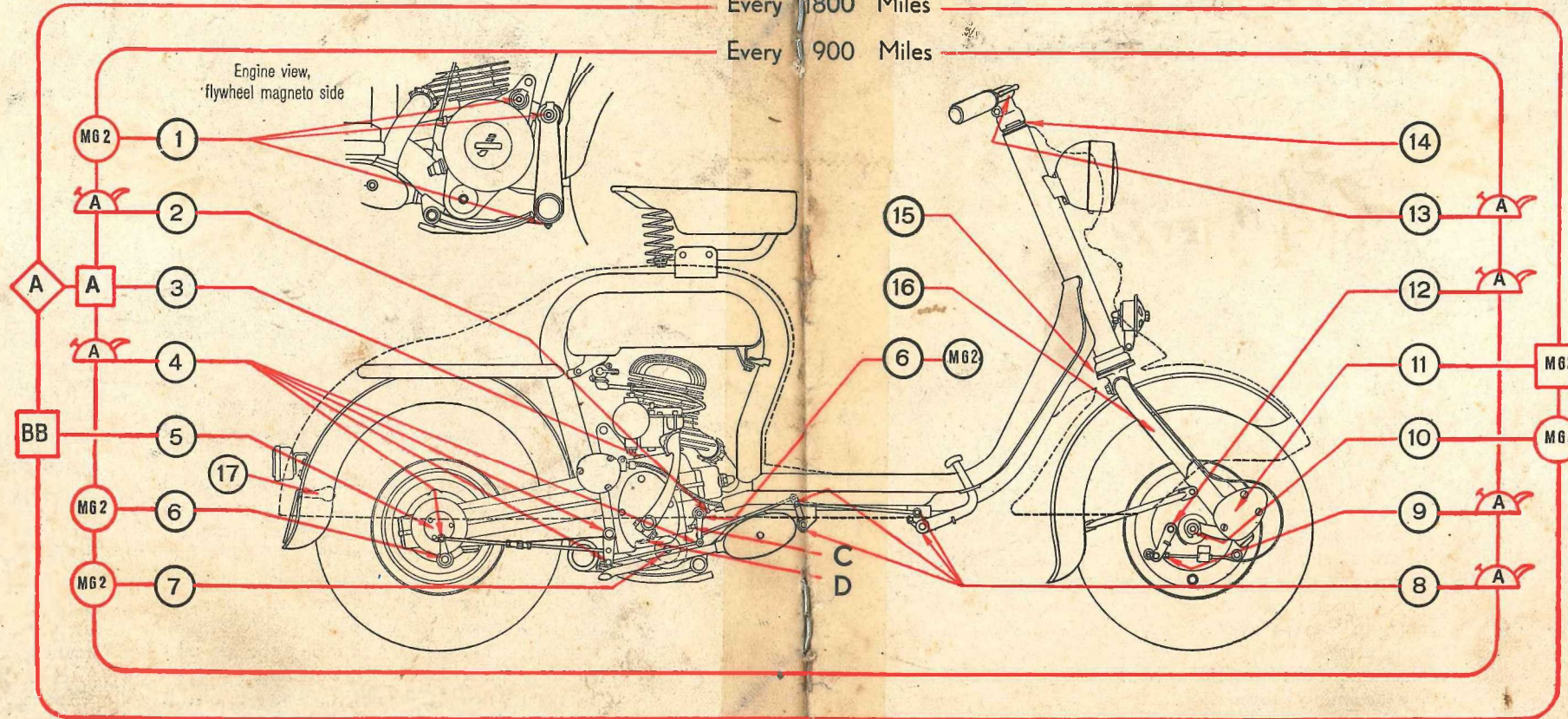
- (1) Rear springing levers knuckles.
- (2) Clutch control cable.
- (3) Gearbox: (during the summer months or in hot regions use Mobiloil B B) drain and refill oil after 300 miles.
- (4) Rear brake tie rod knuckles.
- (5) Transmission bevel gears.
- (6) Rear brake control pins.
- (7) Rear suspension knuckles (8) Rear brake pedal and control tie rods knuckles.
- (9) Front brake control cable joints.
- (10) Front wheel bearings.
- (11) Front suspension box.
- (12) Front brake pin.
- (13) Handlebar levers and controls knuckles (front brake, throttle, clutch and gear shifting).

C = Gearbox oil level plug
D = Gearbox oil drain plug

NOTE: The dotted line indicates the outline of model 1d bodywork.

Every 1800 Miles

Every 900 Miles



INSTRUCTIONS FOR REPAIR SHOPS

When overhauling, follow these instructions:

1. Parts to (2) (4) (8) (9) (12) (13) must be lubricated when reassembling with Mobilgrease 5.

2. Parts to (14) (15) (17) must be lubricated when reassembling with Mobilgrease 2.

3. Front suspension springs (16) must be coated with Mobilgrease 2, when reassembling.

(14) and (15) = Steering ball bearings
(16) = Front suspension springs (inside the fork tubes)
(17) = Side covering fasteners (Model 1d).



Oil



Grease gun



Reestablish oil level



Drain and refill

Symbol explanation: A = Mobiloil A: B B = Mobiloil B B: MG2 = Mobilgrease N. 2: MG5 = Mobilgrease N. 5.

It is advisable not to engage the clutch too quickly with the engine revolving at too high a speed in order to avoid roughness or skidding of the rear wheel. The gearbox provides three speeds with neutral position between low and second gear, as clearly indicated on

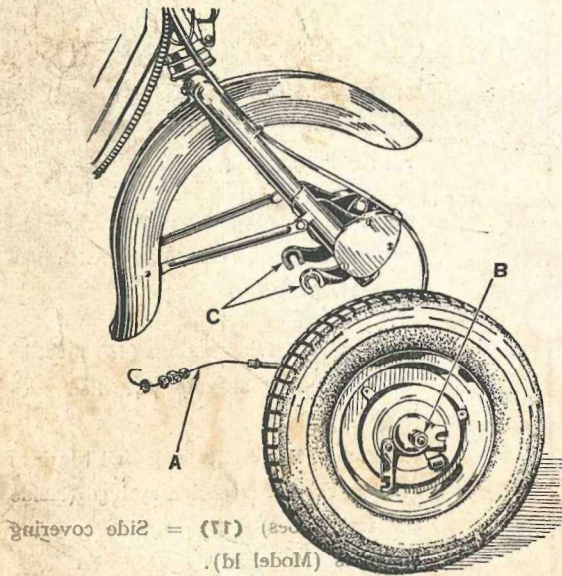


Fig. 7

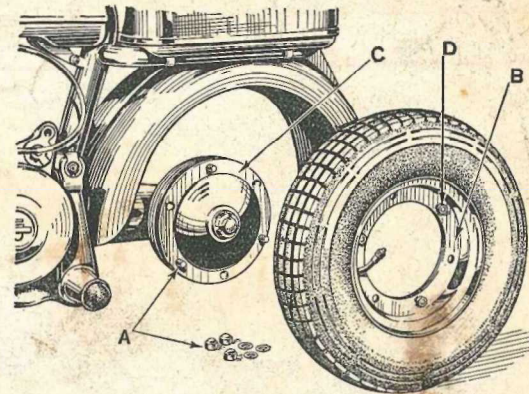


Fig. 8

the gear position indicator. To put in the low gear, turn the handgrip backwards. To change up from low to second gear turn the handgrip ahead until it locks. To shift from second to top gear complete the rotation of the handgrip. To change down from top to second gear and from second to low gear turn the handgrip backwards. To change up from low gear to neutral, half rotate the handgrip between low and second gear until you feel a slight stop. Change up from low gear at the right moment to avoid rpm becoming excessive.

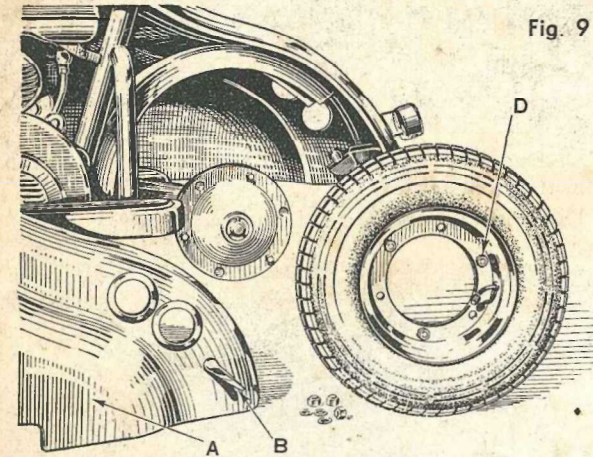


Fig. 9

Wheels and Tires

To remove the front wheel on both models (fig. 7) first disconnect the brake control cable (A), then loosen the

two cap nuts (B) fastening the wheel to the rocker arms (C), place the washers under the nuts, located within the rocker arms.

To dismantle the rear wheel on the model d (fig. 8) loosen the three cap nuts (A) fixing the rim (B) to the hub (C); before dismantling the wheel on the model ld (fig. 9) remove the left side covering (A) loosening the fastener (B).

To remove the tyres from the rims, after dismantling of the wheels, loosen on both models the remaining three nuts (fig. 8-9 D) after deflating the tyres.

Miscellaneous

During the first 600 miles do not race the engine or operate over 34 m.p.h. After 300 miles drain oil and refill. Check the bolts on the cylinder head and tighten, if necessary.

To stop engine, push the lever on the light switch box until position M is reached.

Do not run the engine for a long time when the vehicle is still, since it is easy to stop and start again.

INSTRUCTIONS FOR MAINTENANCE

Every 900 miles (See Lubrication Diagram)

Check the gearbox oil level and pour oil through the plug oil (E) until it flows out of (F). See fig. 10. Lubricate by means of the grease guns the rear suspension and springing lever knuckles (1) and the rear brake control pins (6).

Lubricate all connections, joints, control levers with a few drops of engine oil (MOBIL OIL A).

Every 1800 miles

Overhaul and refill the necessary quantity of grease in the front suspension boxes by removing the cap (C). See fig. 3.

Drain oil from the gearbox and refill when the engine is warm. To drain oil remove the plug (G). Put in through the plug (E) approximately 1 lb oil (fig. 10).

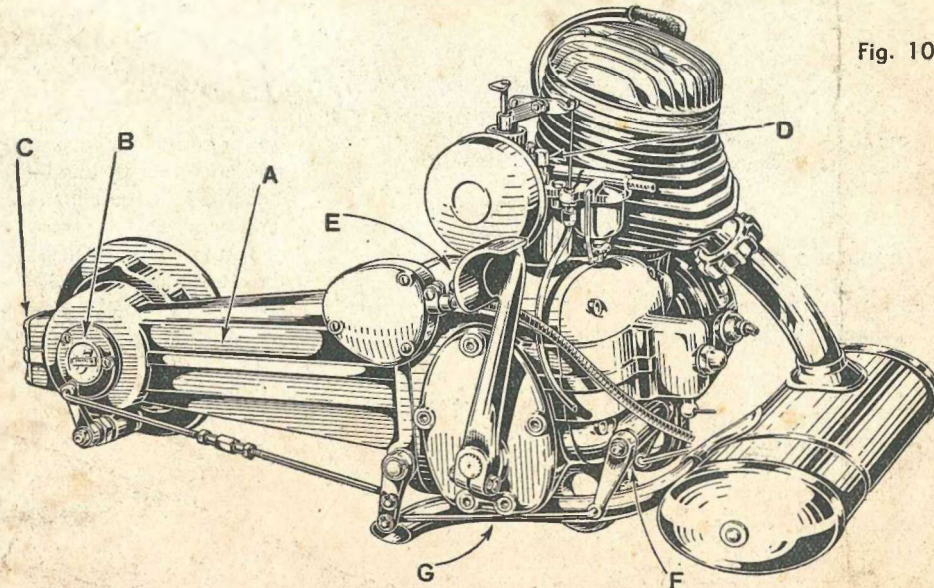
Check and reestablish oil level in the transmission case removing the cap (B).

Lubricate the front wheel bearings with MOBILGREASE 5.

Dismantle the carburetter filter and remove the foreign matter accumulated.

Dismantle the silencer and clean accurately.

Fig. 10



Every 3000 miles

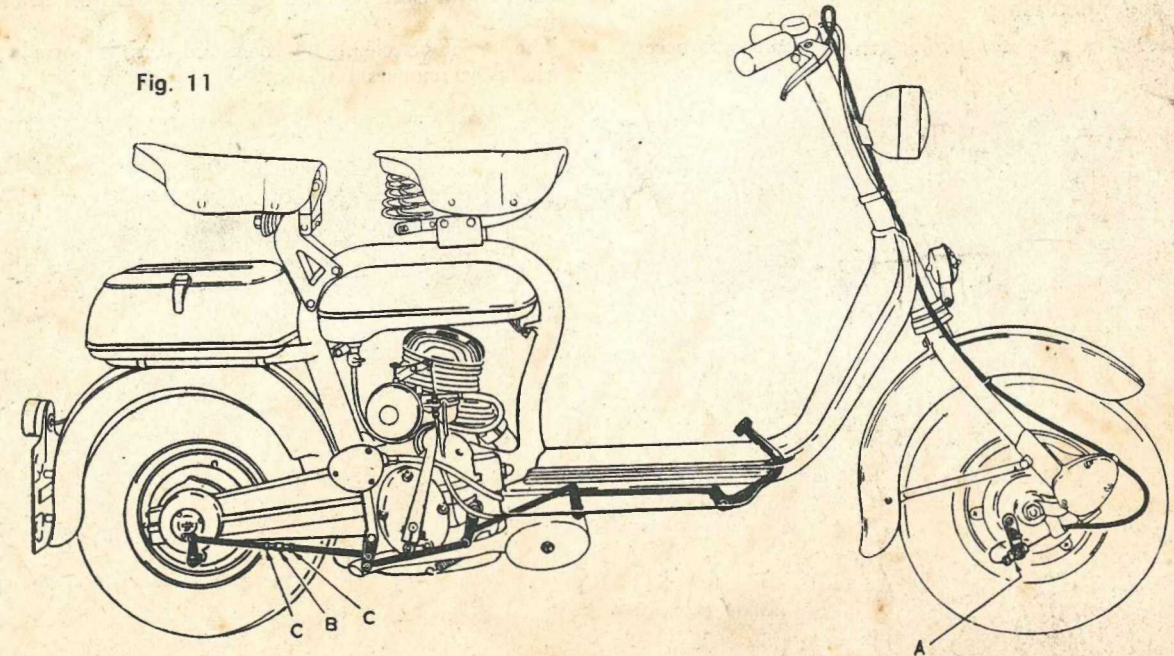
Dismantle the engine and decarbonize the piston head, the cylinder head and the exhaust port.

Brake Adjustment

Always apply brakes smoothly. For adjusting rear

brake, loosen the nuts (C) on the sleeve (B) sides. Turn the sleeve by hand and tighten the nuts again. For the front brake, adjust the nut (A). Make a road test: if the scooter tends to turn when the brakes are applied, readjust. See fig. 11.

Fig. 11



Ignition

Check flywheel magneto timing. A correct gap of 0.5–0.6 mm (0.0197"–0.0236") must be maintained between the spark plug electrodes and the points must be perfectly cleaned. To remove dirt use a very thin emery paper.

Routine attention

In case of a long idle period, general cleaning is necessary.

Lift the machine until the tyres clear ground.

Remove the spark plug and put a few drops of oil in the spark plug hole, then run the piston in order to distribute oil like a protective veil against rust.

To clean externally the Lambretta engine, use petroleum, but wash enamelled parts with water. Dry the engine with clean rags and enamelled parts with chamois leather.

The use of petroleum for enamelled parts is not advisable, as it removes brilliancy.

TROUBLE CHART

To eliminate troubles in engine performance, first inspect for the most probable cause. Recheck, if necessary, and following our directions you will locate the source of the defective operation and properly repair.

CAUSE

REMEDY

Engine fails to start or stops immediately

Faulty petrol flow to carburettor:

Tank tap closed.

Filter or fuel line clogged.

No spark or weak spark.

Open the tank tap.

Clean filter or fuel line.

Check H. T. contact on the flywheel – Tighten the cable to the terminal – Adjust electrode gap to 0.5–0.6 mm (0.0197"–0.0236")

Clean spark plug if dirty and replace if insulator is broken.

Engine knocks

Incorrect fuel.

Preignition.

Drain and replace with correct fuel.

Clean spark plug – Adjust magneto breaker points.

Engine missing

Incorrect electrode gap.

Spark plug dirty.

Magneto breaker points dirty.

Adjust electrode gap.

Clean spark plug.

Clean accurately.

Explosion in carburetter

Mixture too lean.

Preignition for overheated spark plug.

Carbon deposits on spark plug.

Lack of power or engine overheating

Mixture too lean.

Incorrect timing.

Exhaust port or silencer partially clogged.

Cylinder head loose.

Adjust air screw on the carburetter by slightly tighten it.

Replace spark plug. Use another plug of proper heat range.

Clean spark plug.

Adjust by slightly tighten the air screw on the carburetter.

Adjust timing.

Clean exhaust port and silencer.

Tighten the nuts on the cylinder head.

LAMBRETTA AGENTS

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RAIO - Via Garibaldi 20, tel. 25.

ENNA (v. CALTANISSETTA).

FAENZA - S.I.M.M.A. s.r.l.
Via D. Torelli 1/B, tel. 820.

FERRARA - A.R.M.A.
Via Garibaldi 61, tel. 3000.

FIRENZE - S.A.I. F.lli PRESENTI
Via Giotto 28, tel. 60-201.

FOGGIA - SALDEST - F.lli Di Stefano
Viale 24 Maggio 34, tel. 1136.

FORLÌ - A. e F. GIACOMONI
P.za Repubblica 70, tel. 6095.

FROSINONE - LA CASA DELLO SCOOTER s.r.l.
Largo Minghetti 19, tel. 3207.

GENOVA - F. BOERO & C. s.r.l.
Via Amendola 9, tel. 360-350.

GORIZIA - MOTOFORNITURE s.r.l.
Via Garibaldi 5, tel. 747.

GROSSETO - COSTANZO ARZILLA
Via Gramsci 2, tel. 2821.

IMPERIA - PAOLO BARNATO
Via Garibaldi 2, tel. 8402.

LA SPEZIA - S.I.R.T.
P.za Caduti della Libertà, tel. 21-380.

LATINA - BODEMA S. A.
Via E. di Savoia 18.

LECCE - C.I.R. s.r.l.
Via 25 Luglio 16, tel. 1504.

LIVORNO - A.I.C.A.
P.za D. Chiesa 14, tel. 24-266.

LODI - AGENZIA LODIG. MOTOVEICOLI
Via Solferino 9, tel. 3043.

LUCCA - MEI e DE RANIERI
Via Fillungo 195, tel. 6083.

MACERATA - OFF. MECC. OSVALDO GRAN-
DONI - Via dell'Ospedale 91, tel. 2525.

MANTOVA - Ing. SERGIO e GIORGIO PRE-
VIDI - Via P. Amedeo 13, tel. 2357.

MASSA CARRARA - AUTORIM. TIRRENO di
R. BRIZZOLARI - MARINA DI MASSA, Via
Marradi 14, tel. 70-058.

MATERA - LUCANA MOTORI di RAG. BIGA
Via Lucana 126.

MESSINA - GIANNETTO & CUCINOTTI
Via dei Verdi, 20.

MILANO - MINETTI S.p.A.
Via Filelfo 7, tel. 981-987.

MILANO - A. SANGREGORIO s.r.l.
Via Paolo 11, tel. 580-872.

MODENA - M.C.M.
Via Emilia 95, tel. 5470.

MONZA - GHEFER & C.
Via Carlo Alberto 22, tel. 2030.

NAPOLI - SCOOTER s.r.l.
Via C. Console 3, tel. 62-983.

NOVARA - MEDAUTO s.p.a.
Via Camoletti 13/a, tel. 3969.

PADOVA - GIAMPIETRO TUROLLA
Via Foscolo 13/c, tel. 27-104.

PALERMO - CUTRANO s.r.l.
Via Cerda 40, tel. 18-009.

PARMA - MARIO MORDACCI
P.za Repubblica 8, tel. 5735.

PAVIA - GIOVANNI VENCO & C.
Via Gilardelli 14, tel. 3228.

PERUGIA - S.A.R.O.C.A.
P.za Italia 4, tel. 5228.

PERUGIA - S.A.R.O.C.A.
(ROMA) - Via Casilina 86, tel. 776-565).

PESARO - LUCIANO MOCHI ZAMPEROLI
V.le Fiume 2, tel. 1245.

PESCARA - GRAZIANO BARBUSCIA
P.za dei Vestini, tel. 2057.

PIACENZA - MARCELLO BARIOLA
Via Colombo 44, tel. 3007.

PISA - L. DEL SEPPIA & F. s.r.l.
Via Cattaneo 1, tel. 3025.

PISTOIA - EMPORIO DELL'AUTO
C.so Vitt. Emanuele 23, tel. 2544.

PORDENONE - MOTOTECNICA
C.so Garibaldi 39.

RAGUSA - GIORGIO BAJELE
C.so Italia 90, tel. 131.

RAVENNA - EVARISTO DE STEFANI
Via Rasponi, 2 - tel. 3603.

REGGIO CALABRIA - S.A.M.O.R.
Via 3 Settembre 14, tel. 1183.

REGGIO EMILIA - S.C.I.A.M.
Via E. San Pietro 55, tel. 2676.

RIETI - S.A.R.O.C.A.
Via Porta Romana 65, tel. 3228.

RIMINI - ADRIATICA SCOOTERS s.r.l.
Piazza 3 Martiri 65/d, tel. 2539.

ROMA - O.R.T.
Via Barberini 57, tel. 43-037.

ROMA - CO. RA. s.r.l.
Lungotevere Mellini 7B, t. 32-980.

ROVIGO - AUTORIM. G. MANTOVANI
Via Umberto I 21, tel. 68.

SALERNO - D'AVOSSA ANDREA
C.so Garibaldi 103, tel. 1151.

SAN MARINO (Rep.) - A. RIGHI
BORGO MAGGIORE, Piazzale del Mercato,
tel. 168.

SANREMO - LUIGI BRUZZONE
C.so Garibaldi 2, tel. 5477.

SAVONA - CASA DELLA MOTO G. MU-
RIALDO - P.za Stazione 13/r, tel. 22-015.

SIENA - CAMILLO VANNOCCI
Via Pieve 4, tel. 20-705.

SIRACUSA - VINCENZO D'AMICO URSO
Via dei Miracoli 29/39, tel. 1958.

SONDRIO - OTTORINO RUFFINI
Via Veneto 4, tel. 483.

TARANTO - GERARDO BARDICCHIA
Piazza Massari 10, tel. 1585.

TERAMO - F.lli DI BONAVENTURA & C.
P.za Martiri della Libertà, 50.

TERNI - GIUSEPPE BELLI
Via 20 Settembre 55, tel. 29-191.

TORINO - GABBIO & VICO
Via Filadelfia 51, tel. 693-161.

TRAPANI - ATTILIO AMODEO
Via Stazione 8, tel. 1551.

TRENTO - U.R.A.N. di M. Aichner
P.za Venezia 21, tel. 3113.

TREVISO - S.G.A.M. di ALBERTO COMIRATO
Via S. Nicolò 13, tel. 2712.

TRIESTE - FILOTECNICA GIULIANA s.r.l.
Via Carducci 7, tel. 23-279.

UDINE - NELLO BRINIS & C.
Piazzetta Gorgo 11, tel. 2707.

VARESE - CARLO FELICE BUZIO
Via Orrigoni 2, tel. 3973.

VENEZIA - CASIMIRO FONTANIN
MESTRE - Piazza Matter 8, tel. 51-424.

VERCELLI - ADELMO CORONA
Corso Fiume 15, tel. 1013.

VERONA - SO.VE.MO.
Volto S. Luca 22, tel. 5501.

VIAREGGIO - SEM DE RANIERI
C.so Garibaldi 4, tel. 2425.

VICENZA - LEONE CHIARELLO
P.ta Padova 82, tel. 3646.

VIGEVANO - G. VENCO & C. - Filiale
Via Ceresotti 5.

VITERBO - MOTOSPORT di P. MARINELLI
Piazza del Collegio 8, tel. 2836.

WORLD'S RECORDS **Lambretta** 125 cc.

No	Records	Mean Speed K. p. H.	No	Records	Mean Speed K. p. H.
1	flying start 1 Km	201	19	1000 M.	132,7
2	standing start 1 Km	105	20	2000 M.	97,5
3	5 Km	183	21	3000 M.	97,8
4	flying start 1 Mile	200	22	1 Hour	158,6
5	standing start 1 Mile	123	23	2 Hour	142
6	10 Km	150,5	24	3 Hour	139
7	50 Km	162,4	25	4 Hour	137,6
8	100 Km	160,4	26	5 Hour	133,7
9	500 Km	137,3	27	6 Hour	133,1
10	1000 Km	132,6	28	7 Hour	132,4
11	2000 Km	103,5	29	8 Hour	132,8
12	3000 Km	98,2	30	9 Hour	132,4
13	4000 Km	97,3	31	10 Hour	132,6
14	5000 Km	97,8	32	11 Hour	132,3
15	10 M.	155,8	33	12 Hour	132,6
16	50 M.	160,9	34	24 Hour	102,1
17	100 M.	158,6	35	48 Hour	97,6
18	500 M.	133,2			

The following world's records are held both in the classes 125 cc. and 175 cc.: 1 Km fs. — 1 Mile fs. — 5, 50, 100, 1000, 2000 Km — 10, 50, 100, 500, 1000, Mile — 1-6-7-8-9-10-11-12-24 Hour.

Lambretta motor scooter has beaten 56 world's records!

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