

Baby, Now
That I've
Found You



A SPORTING TRIBUTE

This Lambretta could be mistaken for being just another AF S-Type tribute, but look closer and you'll find that DRO 62F was the registration number of a scooter once raced by Norman Ronald back in 1968, as part of the Team S Equipe team.

Current owner Ian Cunningham purchased this scooter eight years ago as a total wreck. The bike came with a little history; in the late 1980s/early 90s, the scooter was owned by Pete Davies (Lambretta Archive); at that time, it was just a frame with an old registration plate attached. It was eventually sold to a JD Rashid, who applied for the registration mark

DRO 62F. The Hertfordshire Records Office provided an authenticated copy of the original register entry, which listed the scooter as a Lambretta that had been registered by Arthur Francis (although the entry provided no frame number).

So the scooter was registered and eventually JD sold the frame and bodywork to Ian. It sat untouched for the next five years while he

saved up the funds required to purchase the original bits he needed to complete the restoration. When the time came, the bodywork was stripped back to bare metal and resprayed by a local car sprayer; Ian wasn't happy with the finish, so he took it to Craig at the Scooter Paint Shop in Leicester who sprayed it as you see it here (top bloke according to Ian). The engine build was



DRO 62F (and Norman Ronald) in action at the IoM

actually his brother, Norman who had raced the scooter. The reason that Arthur Francis didn't recognise it as a Team S Equipe scooter was simple – all the Team S Equipe Lambrettas were standard Lambretta 125cc Specials – and Ian's scooter was now wearing SX200 panels and running on a 225cc engine – so visually, at least, it wasn't recognised initially. Once this was all known, Norman Ronald confirmed that he'd once raced DRO 62F (and even provided pictures to prove it); to add to the scooter's provenance, he also signed Ian's panel.

ALL'S WELL THAT ENDS WELL

Fast forward to 2013 and Ian has finally got the scooter finished and back on the road – and he's more than happy with it. At the time of the photoshoot, he was still running-in, but he said: "It feels like it's loosening up a bit now – so far, so good!"

Word and images: Mau

Archive picture supplied by Norman Ronald



OWNER/SCOOTER DETAILS



g place, The Navigation
(every Wednesday)

Scooter: Lambretta

Project inspiration: A tribute to the Ronald brothers' racing success during 1968

Scooter spec: As mentioned in article

Overall cost: Circa £6000

Hardest part of project: Getting the money together

Anything left to add: Looking at having a rev counter conversion done

Would you change anything: I realise the schematics aren't quite right, but I can't bring myself to alter it now

Tips and advice: Dry build; buy best parts you can afford

Favourite dealers: Scooter Restorations; Rimini Lambretta

Thanks and mentions: Other half Clare (for putting up with scooters in the dining room); Russ Bexton (for putting me in touch with John Ronald); Craig at Scooter Paint Shop (paint); Rob Miller (engine work); John and Norman Ronald (for signing the panels)

