

MAN Keeps You Driving

GUIDE TO THE WORLD OF MOTORING

Dean's Italian connection

A BODMIN educated man is carving out a reputation for himself as a European traveller with a difference **writes Mike Simon.**

For self confessed motor scooter fanatic Dean Orton regularly uses one of his six Lambrettas to make the 1,500 mile journey to Rimini, Italy where he works for a computer design company.

Dean, 23, son of Bodmin Freezer Centre butcher Mike Orton makes the journey three or four times a year and regards his Lambrettas which are almost 30 years old, as machines of real quality.

To the average eye the scooters may give an impression of being cumbersome, slow and unsafe but the reality is very different.

The two Lambrettas that Dean showed me, one a TV

200 'GT' in immaculate condition, the other a GP 225 machine in good working order that is his regular means of transport, are capable of 70mph and 90 mph respectively - speeds that would comfortably outpace most of the standard motor cars in production in the early 1960s when the scooters enjoyed their heyday.

"These machines are all about quality. If you look after them they will look after you and they will outlast many of the machines that you can buy today. Once you have got it right you know it stays right."

Dean was educated at Bodmin Comprehensive School and first became interested in scooters when he was aged 14.

He says he owes a great deal of his knowledge to Mr Rowe of Barry Crescent,

Bodmin and has been able to build up his scooters from scratch to their present day eye-catching condition.

Dean has spent £3,500 on his immaculate 1963 TV200 model including more than £100 on a suede cover seat for the vehicle. When he showed me the machine in misty weather he was quick to cover the seat with a towel to prevent the moisture from damaging it. The scooter has been finished to original Supertune spec in blue/white.

Dean rides his Lambrettas more than a generation after the Mods rode their scooters and the rockers their motor bikes but he is an unashamed follower of the Mod tradition.

With a group of fellow enthusiasts he has formed probably the lone example of a Lambretta only Mod club in Britain, the Allstars All Mod

Lambretta Club.

Although the group do not meet regularly the members come together to travel to rallies at weekends. "Travel-

ling about with friends, having a good laugh on clean-looking Lambrettas - that's what it is all about," he concluded.



The Lambretta GT complete with suede seat cover and two spare wheels.

Better value

ROVER Cars' Metro range has been restructured and updated in a move aimed at offering improved value for money.

The revised line-up incorporates 1.1 litre C, L and S models, and 1.4Si, GSi and GTi 16v derivatives. The 1.4Si replaces the previous 1.4Si, and GTA models, while the 1.4Si replaces the 1.4SL and GS. All 1.4 Metros are now fuel injected.

A new diesel entry model - the 1.4CD - is added to the range, while the Metro's new automatic transmission - introduced to much acclaim earlier, is available in a specific derivative, the 1.4Li Automatic, and as an option on the 1.4Si and 1.4GSi.

The revisions mean that a comprehensive security package becomes standard on all Metros. It includes a perimetric alarm system, with remote control and a binnacle-mounted flashing LED display to indicate the armed mode.

The vehicle identification number (VIN) is etched on front and rear screens. Engine immobilisation is also standard, while ICE units are Rover branded and security coded.

Central door locking, activated by the alarm remote control, is standard on the L models and above.

All derivatives now incorporate an R652 stereo radiocassette system, full width wheel trims and rearwash wipe. A tachometer and four speakers are fitted to the 1.1S model and above.

Exterior appearance is enhanced across the Metro range by the use of body-coloured bumpers, with body coloured door mirrors and bonnet air intakes on the 1.1L and above. Inside, all models now have fully trimmed door casings and cloth-covered front headrests.

In developing the revised range, Rover Cars has used trim materials to create specific themes for individual derivatives. The L and GSi models have been given a softer cosmetic treatment while S, Si and GTi derivatives provide a stronger more sporting image.



Dean machines: Dean Orton sits aboard his 'Bodmin to Rimini express' and with his 1963 GT.