



SCORCHER SPECIAL

This month we start a new series

HOTTED-UP specials complete with extra luxury features are being marketed by an increasing number of small dealers. These specials capture the imagination of riders by offering better-than-standard performance so 'Practical Scooter' is going to find out just how good these extras are. The first in the series is the Supertune 'Rallye'.

● If you fancy a handful of blistering acceleration, better brakes and brighter lights, try a dealer special scooter. Determined to find out just what sort of extra performance the pepped-up scooters being marketed by the dealers actually turn out, 'Practical Scooter' selected as its first test bike the SX 200 Rallye the speciality of Supertune of 335 Brighton Rd, South Croyden.

The 'Rallye' we tested was actually a customer's bike, belonging to Mr. N. S. Frost of the Bromley Lambretta Club, who had a number of private

modifications built into the model.

Main modifications on this Supertune special are in the engine department, where compression ratio is boosted to 9:1 and the inlet and transfer ports are polished and modified to increase gas flow.

On the test bike, the inlet port timing had been considerably advanced to give really sparkling acceleration, but on the normal 'Rallye' conversion the timing is left the same as on the standard SX.

Electric power is boosted to 12 volt and an extra battery is fitted inside the tool box. A new Lucas 12 volt zener diode to regulate the system is mounted under the nearside foot-board hanger where it receives a good supply of cooling air from the slip stream.

A new 12 volt rectifier is also fitted, and it is cleverly mounted inside the original Lambretta box. Even the original connections remain the same, so there is no alteration in the existing wiring diagram if the scooter has to be serviced later by someone else.

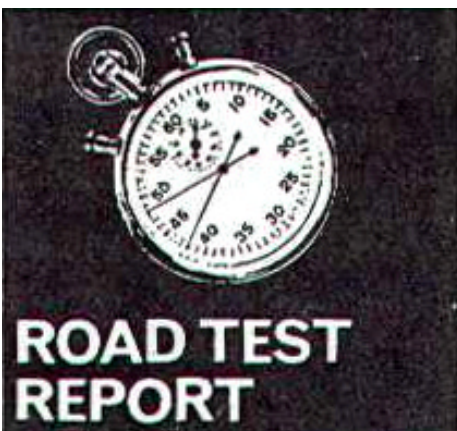
The standard eight amp fuse is retained, but a new set of 12 volt bulbs is fitted, with a 45/40 watt headlamp and a 21/6 watt stop and tail bulb. This tail bulb is identical with that used in most cars, and so easily replaceable at any garage.

To step up the power of the front disc brake, the cable run is re-routed and converted so that the outer cable pushes the actuating lever, instead of it being pulled by the cable inner.

The effect of this conversion is deceptive, for the brake initially lacks the bite of the normal unit-and then suddenly comes on with rather alarming power. On a wet road we had one or two heart-stopping moments before getting the feel of it.

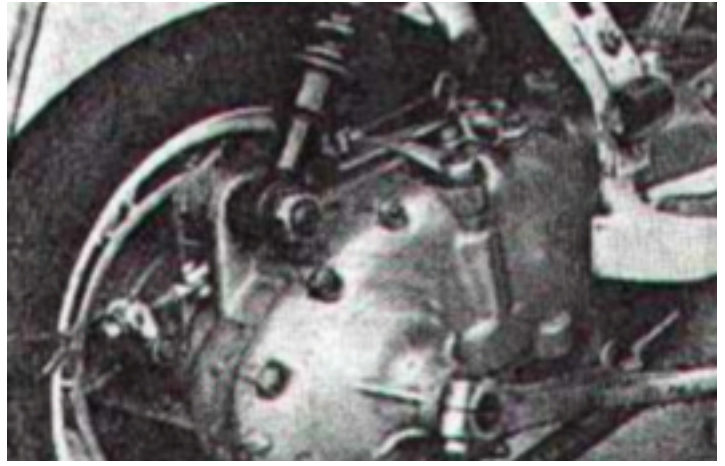
Another smaller but equally credit worthy innovation on the Supertune special is the fitting of patent Nylock self-locking nuts on the front and rear brake adjusters, and also for the mounting of the specially strengthened exhaust system.

Anti-theft devices are built into the special, too, with a specially strength-





1 Part of the Supertune treatment is the smart extra paintwork, done in a dark blue. Added tastefully to the standard SX white, it gives 'Rallye' real looks.



2 Engine power is boosted by modifications to the head and to the porting. Another quality mod is the strengthening of the notorious Lambretta exhaust setup.

ened tool box lid designed to prevent lock forcing, and special catches on the side panels to allow them to be padlocked in position.

Final touch is aided with extra dark blue spray pairing over certain parts of the existing 200 white finish.

Out on the road, the first real impression is of the turbine smooth acceleration of the 'Rallye'. The port smoothing and compression boost pays a big bonus with really surging getaways, without any trace of hesitation. Instead of having to wind the motor up and wait for the power to come in at certain revs, the steam is instant.

The top speed of just over 70 mph is a noticeable improvement on the standard SX, which normally clocks a modest 60 to 64 flat out. The acceler-

ation figures are the most impressive results, however, with the outstanding 0-30 in 5 seconds—all without a gear change—the most impressive.

Handling of the 'Rallye' was fair without being outstanding. In the wet however it could be rather alarming, and frankly I would have preferred the more progressive 'old fashioned' drum brake on the front end.

With two-up it handled much better and ironed out the rather delicate steering in a reassuring way. Acceleration was only slightly affected by the extra load.

The 12 volt lighting definitely gave better illumination with a really brilliant headlamp beam which cut through the autumn gloom in a pretty reassuring fashion.

The nicest thing about the 'Rallye'

was the gearchange which was as sweet as the proverbial nut. The gears went in with the merest flick of the wrist, and there was not the slightest need to touch the clutch when working one's way up through the box.

Although Supertune do not in any specific way do anything to the gear box—unless a client orders any one of the half-dozen or so different sets of gear clusters available—the sweetness of the change shows what any conscientious dealer can do when he takes a bit of trouble to clean up the performance and finish of a standard bike.

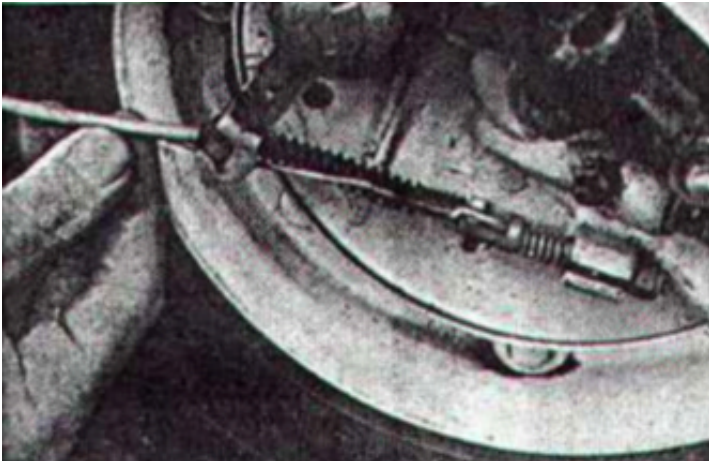
The bolting and strengthening of the normal Lambretta silencer system is another case in point. This tail pipe mounting has probably caused riders more trouble than any other single



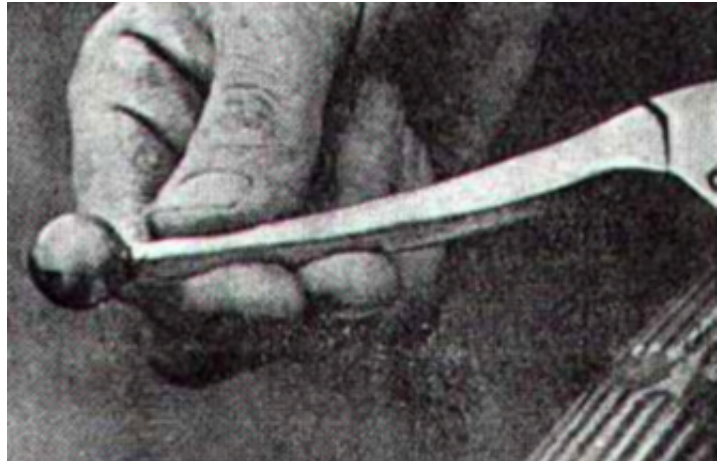
3 A Lucas Zener diode regulates boosted 12 volt electrics. Coils in flywheel mag are altered to step up supply, while new rectifier fits standard box.



4 The extra battery, wired in series, goes in big tool box. To stop easy forcing of this lock, Supertune add a strengthening strip to the lock and hinge.



5 *Front disc brake is more powerful because cable is altered to take a better 'run'. The outer pushes instead of the inner pulling as on standard system.*



6 *Ball ends—essential for competition use—are another 'Rallye' extra, and are screwed firmly into place on the end of the cast alloy standard lever.*

fitting. The Supertune special carries an extra bracket and the latest nylon insert lock tight nuts to make sure it never comes loose—and it doesn't.

Another of the small but effective modifications is to the run and method of operating the front brake.

The Lambretta disc system has one moving pad and one fixed. The solid steel disc has to have a slightly floating action as when the outer operating pad presses in, the whole disc moves over and presses against the static pad. Supertune ease out the stud holes so that the disc moves easily sideways.

The further modification to the way the cable operates—with the outer pushing instead of the inner pulling—is all designed to make operation just that bit better. It enables the

cable to take a nice easy run to the action point, and so eliminates the friction caused by tight bends.

With the increase in the power of the engine—which is probably the most spectacular alteration carried out on the 'Rallye'—there is definitely a call for better braking.

The front wheel almost took to pawing into the air if the clutch was let home too smartly, and it was a very reassuring feeling when sitting at traffic lights to know that one way out in front without any trouble.

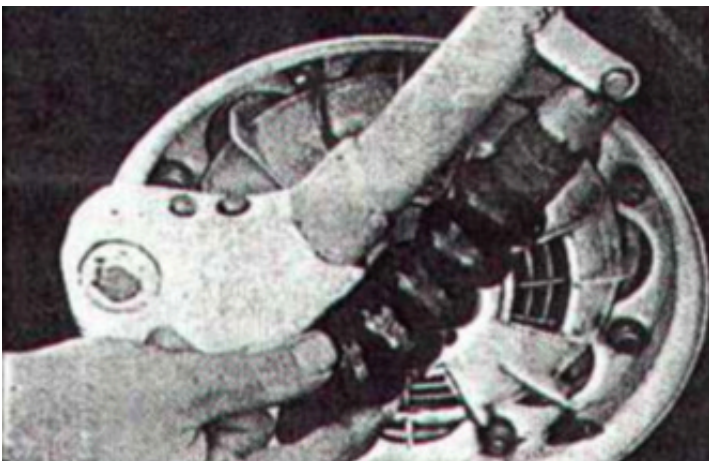
In these days of deadly mass produced standardisation, it gives you warm glow inside to find that dealers are prepared to give the buying public what they want—and to produce 'specials' for whoever wants them.

WHAT YOU GET

Standard Lambretta SX 200, plus spare wheel and legshield mounting bracket. Converted 12 volt lighting, with Lucas rectifier and Zener diode. Extra 6 volt battery mounted in toolbox with reinforced lid. Modified disc brake at front. Ball ended control levers. Locked and strengthened pipe system on exhaust. High compression cylinder head. Second colour to your choice. Weatherproof gaiters on front shock absorbers.

WHAT IT DOES

(Standard figures in brackets)
 Acceleration—0-30 5 secs. 0-40 10 secs. 0-50 14 secs. (18)
 Maximum speed—72 mph (60)
 Speed in gears—1st 30 mph. 2nd 45 mph; 3rd 60 mph; Top 72 mph.
 Petrol consumption—70 mpg (75)
 Braking from 30 mph—29 ft 6 in.
 Price—£232 1s 0d. (£219 11s 3d).



7 *Suspension dampers are fitted with plastic covers to prevent dirt and wet getting into their delicate works—another common fault with the standard model.*



8 *On the particular bike we tested, an extra mod was a considerable increase in amount of steering lock. As a result, test bike almost turned in its own length.*