John Houslander track tests the 85 mph...

SUPER SPECIAL

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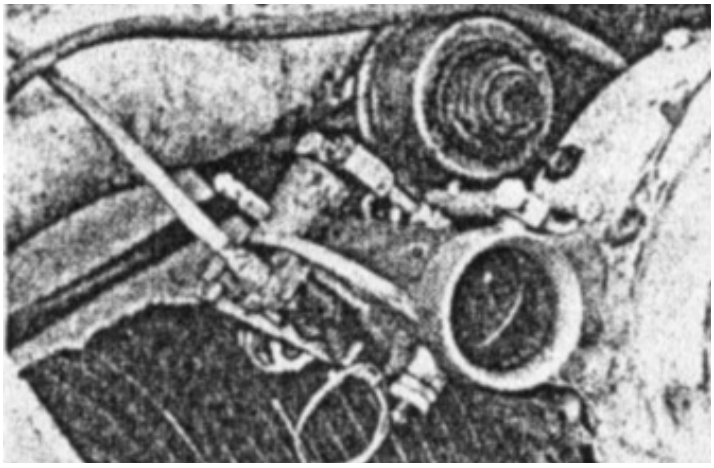
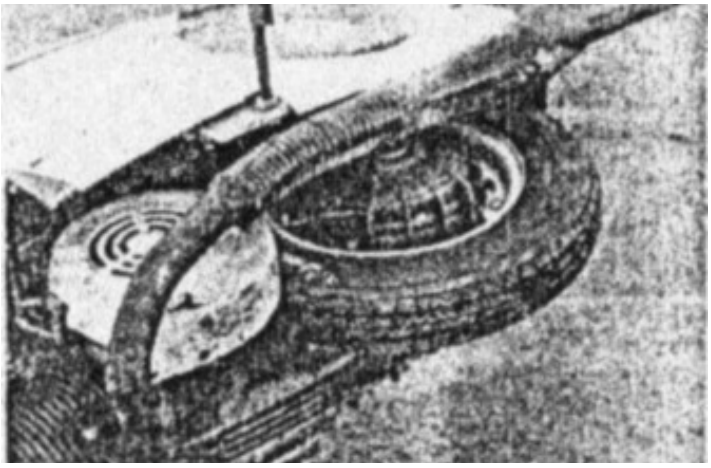


1 *Wal Phillips 1 1/4 inch fuel injector has been fitted in place of the standard carburettor. At first starting gave trouble but Wal Phillips cured it.*



2 *Special expansion box was made up to match the engine tuning. This was designed from the Ariel Arrow racing box. Front section had to be raised.*

•Plagued with trouble at the Brands High Speed Trial the 'way out' blue and white Supertune 225 c.c. Lambretta special seemed destined never to show what it could do. After replacing a crankshaft in the paddock! – the bike got onto the track only to be let down finally with a burnt out clutch.

One lap was all it completed. But from that single lap its potential was obvious as it picked up and came hurling down the straight at over 80 mph. Happy with the little it did do, its owner, Malcolm Clarkson went home far from dejected.

After a couple of weeks a phone call to Practical Scooter's John Houslander–who rode the scooter in the trial–told him that the bike was ready for another sort of trial. Down to Brands again in freezing weather also went Wal Phillips to help Malcolm tune the injector. After another series of oiled plugs and long pushes back to the paddock it was finally sorted.

At last – the engine stayed clean right up to maximum revs pushing the bike at well over 80 mph down the grandstand straight. Best lap time was clocked at 1 min 19.5 secs. After a flying session John returned to the paddock to find the silencer and the brake almost worn away!

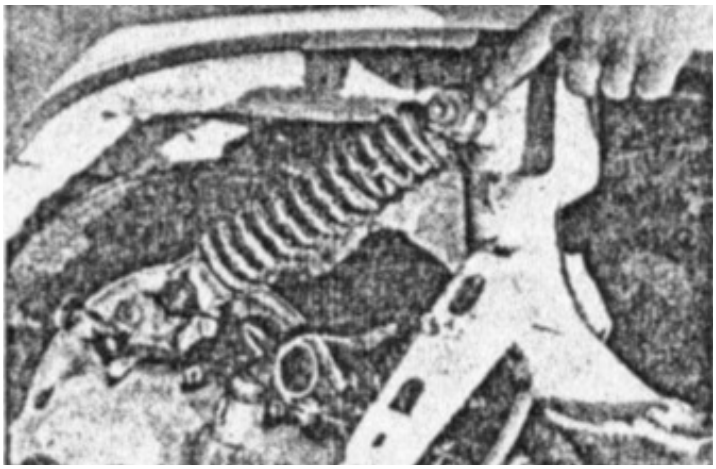
Not high enough

The specially positioned rear-set footrests and back brake and expansion box, could not be raised on the spot to give more ground clearance. Instead, the shorter rear racing suspension units fitted to lower the back end and stop 'hopping' on corners had to be replaced with the standard units. This improved things slightly and in the next session a steady ave-rage lap time of 1 min 20 secs was recorded. But the bike was still grounding, so with the engine at last running perfectly it was back to the workshop to raise the silencer and rear brake.

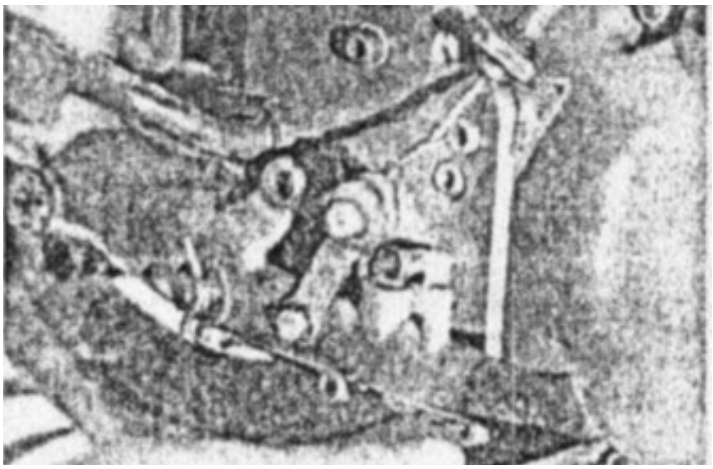
Lower and livelier

Clutch was left standard, but for an extra facing plate. This in effect increased the spring tension to stop any slip. Slip being caused by the very high revs gained with the extra 25 c.c., I 1/4 inch injector, expansion box and modified porting.

Rear brake assembly and footrests were mounted on the rear frame legs and the seat moved back six inches so rider could get well down on the



3 *Special Girling racing unit was fitted to improve handling and to lower the back end Because of shorter unit the silencer grounded and old unit was used.*



4 *Rear-set rear brake and rear footrests have been neatly mounted on a plate. which is in turn fixed to the rear frame bracket shown in picture three*

5 *No the chap in the picture is not a giant, its just a rough indication of how low bike is. This improves handling by lowering the CG.*

6 *To cope with the lower front and rear set rests the seat has had to be taken back about six inches. This lets rider crouch which cuts down wind drag.*

bike without it becoming dangerous to steer. Handlebars were also lowered by cutting down the headstock four inches and fitting old LD bars. Girling hydraulic steering damper helped stop any front end twitching.

Gear troubles

To ensure safe control a 'beefier' Amal front brake lever-was used and the old throttle grip replaced by a quick action motorcycle type. A speedo was mounted inside front legshield as a rough- guide to performance but when the gearing has been finally sorted out it will probably be replaced by a rev-counter.

So far bike has been using 175 c.c. gears which mainly improves on acceleration but if the speeds increase much more higher gears will have to be fitted to prevent over-revving in top.

With the extra revs comes vibration problems which during practice caused a locknut to unwind. Malcolm plans a double engine mounting bush to cure vibration troubles, which he also hopes will improve handling by stiffening the rear end. Unfortunately there are no high speed scooter tyres made for track work so he had to make do with a pair of Avon 350 x 10 ordinary road tyres. These are not too bad in the dry but tend to cut speeds right-down in the wet.

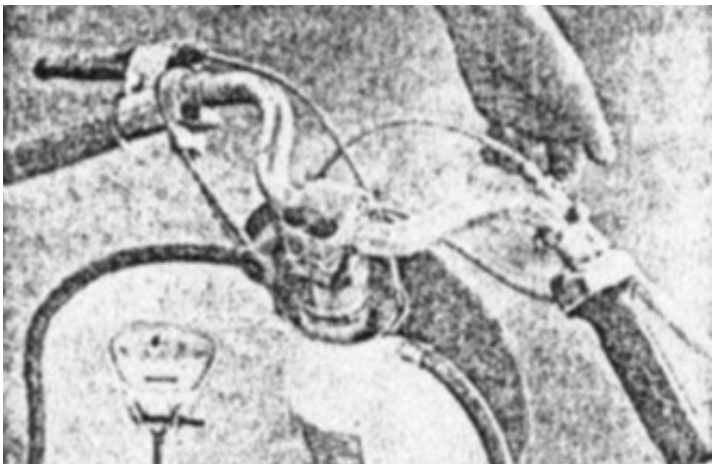
The cable method of gear changing was not up to the high speed changes needed on the track. As only third and fourth were needed, the cables were adjusted to eliminate slack between these gears. Though on a track like Cadwell Park there would be a good chance of missing a gear causing a seizure if first was selected instead of second.

Same stoppers

Original brakes were retained along with standard linings. Only modification was to the front disc brake. This modification is featured in nearly all the dealer road specials. That is, to convert the brake so that outer cable pushes brake arm on instead of inner cable pulling. This gains more power at the lever end.

These brakes may not be enough to cope with performance when bike is ready for its second outing. So if John takes off down the straight and runs out of brakes at Paddock bend you can be sure I–Jeff Hutchinson–will be there to bring you the whole story.

7 *A steering damper fitted to the forks and underside of the footboard has cured all tendency for wobbling if you hit a bump while cornering fast.*



8 *Headstock has been cut down by four inches. Old LD bars have been fitted along with a sturdier front brake lever and a quick action throttle grip.*