

New

# Pacemaker

*Lambretta Club of Australia*

Oct-Dec 2014

Member profile  
Barney and Trish  
from Queensland

What's been  
happening  
around the  
states

Meet the new  
Committee

Join in with the  
LCoA National  
Treasure Hunt

For Sale and Wanted Section





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# W E L C O M E

**Welcome to the New Pacemaker, the quarterly newsletter of the Lambretta Club of Australia.**

The astute among you will have noticed the radical change in format from previous Pacemakers. In July this year the LCoA Annual General Meeting was held in Perth and saw a change of committee. A result of this was that I took over the editing of the Pacemaker and would like to acknowledge and thank Steve Bardsley for his efforts over the years bringing all the LCoA news to us. The new committee felt that, although the previous committee's have done a fantastic job, the club needed a bit of a spruce up in various areas. Hopefully the new look Pacemaker will reflect this as the club moves into this new era.

Speaking of the committee, you'll find a run down of the guys who have taken on the various positions this year within these pages and also a new feature "Member Profiles". Each issue I hope to bring you an article on a different club member as one of my hopes on becoming the new club President was for members to get to know each other a little better and hopefully bring us closer together as a club and be better equipped to help each other out where we can. This issue features LCoA and Brisbane Lambretta club stalwarts, Trish and Barney. I'll be looking for volunteers for future issues.

Also in this issue you'll find the "Feature Scooter" article and what better scooter to start with than Steve Funge's new Darren Lashford built Rapido 250?

This year will hopefully see the club go from strength to strength as membership

continues to grow and behind the scenes the committee is working tirelessly to bring us all new events and incentives for joining an internationally recognised Lambretta Club. Ian Brill and Nev Cope have already launched the LCoA Treasure hunt and you can find out about that further on. Planning is already underway for the National Lambretta Day. At this stage it will take the format of events running around the country in conjunction with each other on the same day of the year as an annual event. I look forward to bringing you the details of that in the near future.

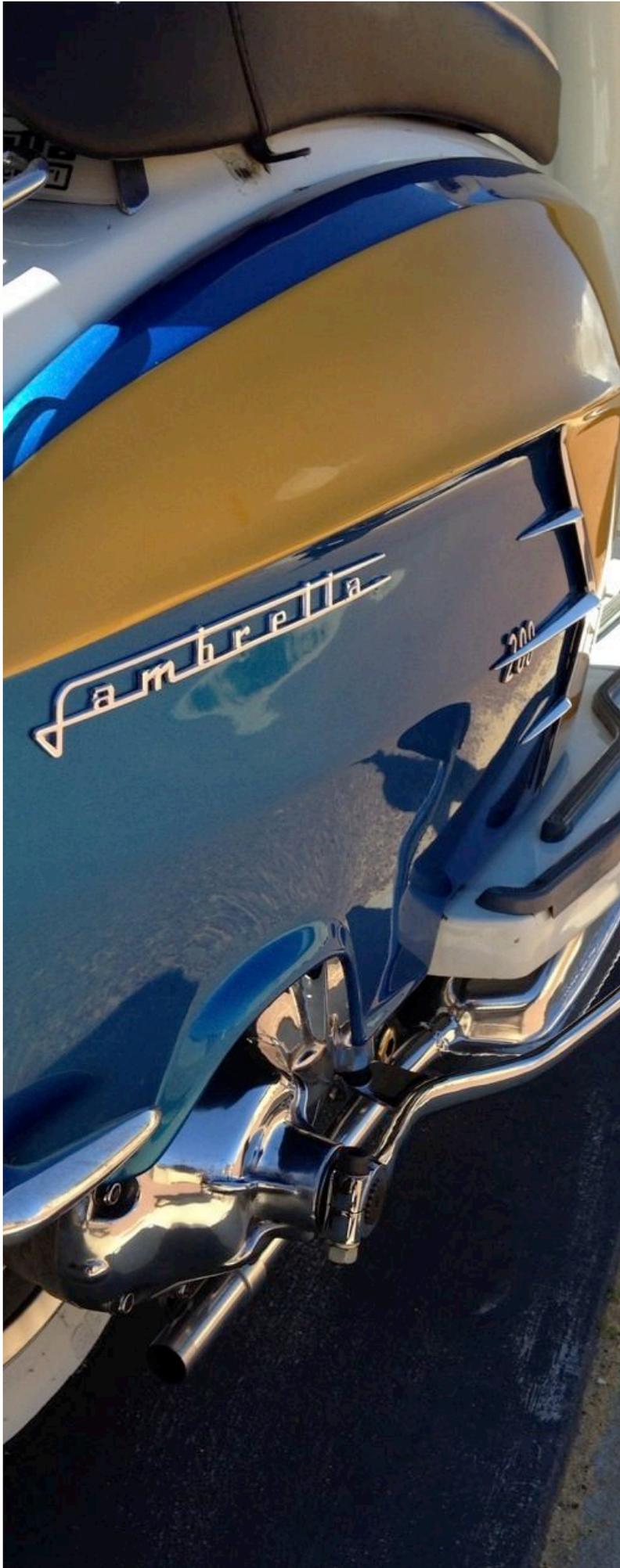
As I write this, the Annual Mille and National Classic Scooter Rally are about to get under way in South Australia. I'll be featuring all the reports from those events in future editions.

Speaking of events around the country, I'm looking for volunteers to contribute to the Pacemaker with round ups from around the states. If you feel that you'd like to do this then please email me.

Finally I'd like to thank those that have contributed to this issue with articles and photographs. They are very much appreciated because without them there would be no Pacemaker. Please keep them coming and feel free to send anything of interest in.

So wherever you are, all the best and ride safe.

Phil.



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Thanks for contributions and photo's by Max Box, Mark Nangle, Barney & Trish Daniels, Darren Lashford, Mark Williamson Peter Lopes, Steve Funge, Ian Brill, Phil Synnott, Siobhan Ellis, Chris Johnson and Nevil Cope,

Please send all articles to [pacemaker@lambrettaclubofaustralia.com.au](mailto:pacemaker@lambrettaclubofaustralia.com.au)  
Membership queries to

# Meet the Committee

*With the Annual General Meeting held in Perth this July a new committee was voted in. Some positions went uncontested whereas others went down to the wire after some well fought and exciting campaigning.*

## PHIL KELLOW- PRESIDENT

A relative newcomer, I bought my first scooter in 1987 on my 17th Birthday. It was a red Vespa PK 125 ETS which I rode out of the showroom and promptly crashed half a mile further up the road on the Huntingdon ring road in Cambridgeshire. Not to be put off, I've been into the scooter scene ever since and have owned various models of both Lambretta and Vespa.

During the 90's I was a very active member of the Lambretta Club of Great Britain and was a member of the LCGB best supporting club on numerous occasions with the Dorset Modrapheniacs SC.

Since coming to Australia in 1998 I've been lucky enough to have been involved with the Sydney City SC, Borderline Nuisance SC and also the Paradise Lost SC.

Earlier this year I was involved in the organisation of the Great South West Tour in WA and hope to make this an official LCoA annual event.

Phil [president@lambrettaclubofaustralia.com.au](mailto:president@lambrettaclubofaustralia.com.au)



## MAX BOX - VICE PRESIDENT

I was born and bred in WA and what started out as a bit of a lark in 2006 when I bought a clapped out '84 Serveta Lince 150, has since turned into an obsession. I currently own an Innocenti dl150 which I have lovingly restored, and my current project is a Vijay rat which I am trying to figure out how to get over the pits.



Soon after buying my first scoot I hooked up with Paradise Lost Scooter Club, and ended up on the committee for two years in 2010 and 2011. It was in 2011 that PLSC hosted the Aust. National Classic Scooter Rally, where organising the evening's entertainment was my chief responsibility, due to my background in the music scene.

I served on the LCoA committee last year as an Ordinary Member, and this year was elected as Vice President. Frequently I wonder why I nominate myself for this stuff, however the answer is not far away..... w

when you get as much out of the scene as I do, I think it is important to put something back in, so you are stuck with me for the time being.

[vicepresident@lambrettaclubofaustralia.com.au](mailto:vicepresident@lambrettaclubofaustralia.com.au)

## NEVIL COPE - SECRETARY

I can still recall vividly when the infatuation began; late-Dec 1981 walking down a Perth street late on a Wednesday night and saw a line of 3-4 scoots parked up outside a club – went from wearing Oxford Bags, waist coats and Frank Wright brogues to desert boots and parka overnight!!! Within a week I'd bought a brand new SIL GP150 and so began that long, tortuous and tempestuous affair with all things Lambretta...never has a inanimate object had the ability to bring so much joy yet so much frustration.

Fast forward 30+ years and, whilst the parka may have been confined to the darkest corner of the wardrobe, that affair with Ferdinando Innocenti's scaffold tubes is still going strong...plenty of bruised knuckles and shattered dreams along the way but, importantly, it has fostered long-lasting friendships, been the catalyst of many sessions of side-splitting laughter and they still have the unerring knack of being able to bring a smile to the face when it all goes right.

The passion is still strong and I seem to have taken control of the obsession to the degree as I've whittled the current collection down to less than double figures for the first time in many years...never let it be said that having one 'arse' precludes you from having a choice of rides.

This is my first term as a Committee member and, together with the rest of the team, will be looking to introduce a number of new initiatives that will create a solid foundation to take the club forward over the next 5-10 years.

Nev [secretary@lambrettaclubofaustralia.com.au](mailto:secretary@lambrettaclubofaustralia.com.au)



## NICK TOWNSEND - TREASURER

My name is Nick.

I enjoy long slow walks on the beach, my gerbils and hanging out in gay bars. Oh wrong club.

I have been involved in Australian Scootering for 30 years. I live in South Australia.

I currently have 3 Lambretta's but have had many over the journey. I love all Lambretta's from Rusty Rats to restored concourse machines. I enjoy more of the longer type rides on my machines and recently took part in the Classic scooter Mille (sponsored by the Lambretta Club of Australia and helped organise the Classic National in Victor Harbor.

I have been a member of the LCoA since its start and am a previous state rep and committee member.

Nick [treasurer@lambrettaclubofaustralia.com.au](mailto:treasurer@lambrettaclubofaustralia.com.au)

### PHIL SYNNOTT - ORDINARY MEMBER

My first real memory of scooters was my Dad owning a red and white series 3 Li which he used to ride to RAF Barkston many years ago, after that I bought my first Lambretta myself at 16 years old, it was an Li series 3 also and I rode it illegally (don't tell my mum) to Newark Scooter Rally 30 years ago this year, where does the time go?

Since those early scootering days I've owned a number of different scooters including both Lambretta's and Vespa's. Having moved to Perth in 2000 I have owned a few Aussie scooters and at the moment I own two Lambretta's, an LIS and an SX150 which is nearly ready to reassemble after being with the painters for seven months, best not talk about that though.

What I'd like to see for the LCoA is for us, as a group Australia wide is to see a Lambretta Club National event in the future. Whether it's a stand alone event or a LCoA event within the current ANCSR I'm not sure but I'd like to see something, maybe in Melbourne 2015?

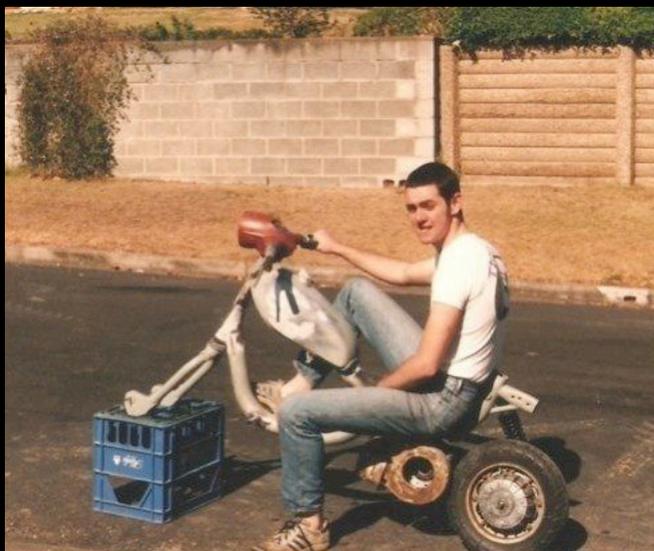
Lucky Phil  
member1@lambrettaclubofaustralia.com.au



*Photography by Mark Nangle*

### IAN BRILL -ORDINARY MEMBER

A Queensland scooterist born and bred. I had a shot on my sisters Rally one afternoon after school and I was hooked. I then proceeded to fill the garage with various Italian shopping bikes for the next few years. Always one to see how far I can push things with no budget, (as that would eat too much into the beer money). a member of the old QSC, and a founding member of the Brisbane Lambretta Club (est. 2002), I've always had an interest in scooters of the Italian variety (though next years project is Teutonic). I did the antipodean 2 year working visa in the UK where I worked in one of London's classic scooter shops and got to know the local scene over there. Last year I finally got my DL200 on the road thanks to Steve Diffy (after purchasing it in 1991), my next Lambretta to morph out of the shed will be "the SX250 project"..... stay tuned. Two years ago, I shot off my big mouth about creating a 1000km road event in Australia (along with a few other like minded nut cases), so in typical scooterist fashion, we made our own fun and put together The Mille, of which I'm proud to say has an enthusiastic following. I'm looking forward to working with a great bunch of guys we have on the committee to move the LCoA forward.



Brilly

member2@lambrettaclubofaustralia.com.au

# The LCoA Treasure Hunt

## What is it?

As a collective, we're endeavouring to get members out on their trusty steeds, all year round and have a laugh in the process. To eliminate the tyranny of distance across the great sunburnt land of ours, we've set up a nationwide challenge that will focus on state-based tasks that will necessitate visiting numerous similar locations in each state over a 12-month period. The 'hunt' will start out as a relatively simple, prescriptive, task progressing each month in complexity and introducing multiple activities that may (or may not as the case maybe) involve the provision of cryptic clues

## What will it involve?

1. LCoA Committee will announce monthly 'tasks' just prior to the first day of the month - this will discourage banking of future period tasks.
2. First task will be announced prior to 30-Sep, with last task(s) for completion in September 2015
3. These tasks will, generally, involve riding to a destination and taking a picture and possibly gathering additional photo evidence to support completion of nominated task
4. Points will be awarded in the following manner
  - a. 1 point for task completion
  - b. In months where multiple tasks are planned, 1 point for each completed task will be awarded
  - c. Additional points, up to 5, will be awarded for creativity (awarded solely at the discretion of the Committee)
  - d. Under consideration is the ability to complete prior months tasks within a certain time period, but for less points
5. Updates in relation to points total will be provided after 3 and 6 months (and possibly 9)
6. A total of 20 (TBC) bonus points will be awarded for those entrants that complete all assigned tasks - under consideration
7. It is not necessary to complete all tasks as point accumulation for monthly task completion will increase as the year progresses, therefore late starters will not be overly penalised
8. Comms will be via a dedicated Facebook page and also email to all members involved

9. Teasers (and possibly clues) will be posted to the Facebook page to provide updates and (occasionally) examples of exceptional evidence of task completion

What's the incentive? Besides the pure pleasure of riding your scoot, I hear you ask?

1. Monthly prize for most creative entry will be awarded a five-pack of spark plugs?

2. Quarterly prize for leaders at end of Q1 (Dec-14) and Q2 (Mar-15) - to be determined

3. Overall winner will be awarded a suitably creative 'trophy' together with a commensurate prize (to be determined)

Rules / Conditions

1. Open to all members of LCoA

2. Members must register to be part of the event via return email to Nev or Brilly, once final email is distributed

3. Entries can be single riders or groups

4. All evidence of task completion (i.e. photos) must include a Lambretta

5. Evidence of completion must be emailed to Nev and Ian Brill by no later than the third day of the following month

6. Safety is paramount so keep within the rules of the law (both on the road and off)

Nev and Brilly

For info and registration please contact [admin@lambrettaclubofaustralia.com.au](mailto:admin@lambrettaclubofaustralia.com.au)



# MEMBER PROFILE.

*Trish and Barney Daniels have been stalwarts of the Brisbane, Queensland and national scooter scene for some years now. Both are involved in the organisation of many local events and running the Brisbane Lambretta Club.*

One highlight on the Queensland scooter calendar is the annual Rathdowney run. An old fashioned style run where the night culminates in much shenanigans around a massive bonfire on land that Trish's family happily throw open for the use of the Brisbane Lambretta Club and friends. Barney has been a past member of the LCoA committee and I will probably embarrass them by saying that they paid for the 2013 Annual General meeting dinner and function room out of their own pockets and expected nothing in return....typical of Trish and Barney. So where better place to start with the inaugural "Members Profile"?



**Firstly, can you tell us how you both became involved with Lambrettas?**

**T:** Barney told me I had to get one... and he was right... this time.

**B:** Everyone had one where I grew up (Warrington)

**So what was the first Lambretta that you ever owned and how much did you pay for it?**

**T:** 1958 Series 1 Frame breather (TS225). Paid \$3000 12 years ago and still own it.

**B:** Series 1. 25 quid before I could legally ride.

**What would be your favourite model of Lambretta?**

**T:** 1958 Series 1 Frame-breather (TS225)

**B:** TV 200

**What is your best memory involving scooters and Lambrettas in particular?**

**T:** I should probably mention that I met my husband through scootering... aft aft... but actually my best memories have been our trips interstate. We love catching up with our scootering mates all over Australia. My favourite run is the Brisbane Lambretta Club's annual Rathdowney Run with our Borderline mates.. riding scooters, drinking in a cow paddock by a giant bonfire - good times :)

**B:** My first run to Colwyn Bay 1981ish on a lammy... and all the ANCSRs with good mates from all over (too many memories to choose from.... or perhaps I'm too old to remember them)

**T:** His first answer (completely independent of mine) was "riding 2up with his bride from the church".... and then, after we both stopped laughing.... swiftly changed it

**You have both been involved with the Brisbane Lambretta Club for many years. Can you tell us a bit about that?**

**T&B:** BLC came to be in 2002. The story goes that there was group of riders on a run - mainly Lambrettas - and when it was suggested that it should be a Brisbane Lambretta Club run (as a joke) a few feathers were ruffled... good enough reason as any to form a real club... and piss a few people off in the process. The first official club run was to Stradbroke Island. Founding members still with the club are Barney, Ian Brill and Brett Cockroft.

**T:** I wasn't allowed to join at the time as I was riding a Vespa. I was however, allowed to design the logo and arrange merchandise.

**T&B:** We have pretty much flown under the radar for a lot of years. There is usually a core membership of a half dozen-ish. People drift in and out. We've helped loads of immigrants to these shores, explaining the ins-and-outs of Queensland Transport and the easiest methods of getting your scooter registered in this country by paying the least amount of monies. We have a proud contingent of the 10%ers (Australians on the scootering scene).

**How do you see the scooter scene in Australia at the moment?**

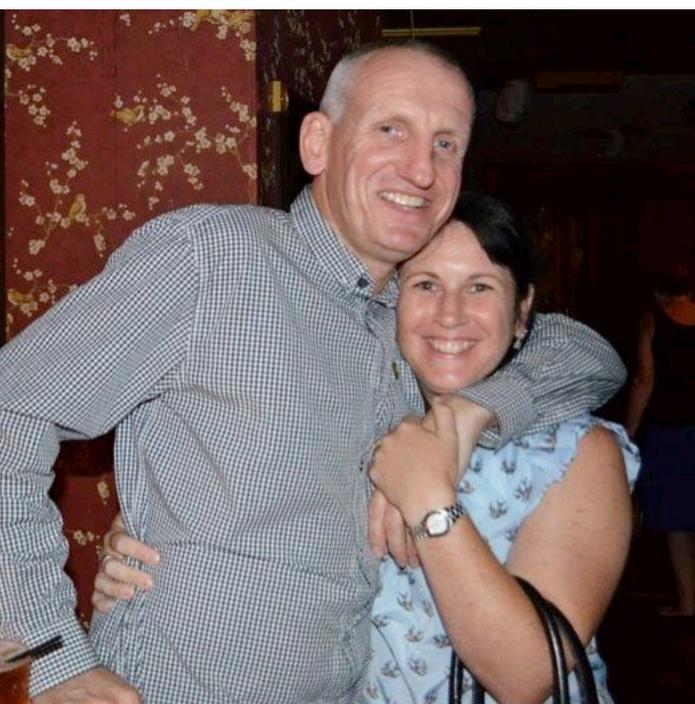
**T:** Pretty healthy. It's great to see each state has many smaller clubs catering for personal tastes in scootering / scooterist.

**B:** It's seem the healthiest it's been in the 20 years I've been here. Lots of positive things and ideas happening at the moment

**Finally, what would you like to see the LCoA do in the future and how do you think it could be improved?**

**T:** In QLD, members are spread great distances apart. It would be great if we could get together a bit more. It's great to see LCoA going from strength to strength

**B:** I want 2 Nationals a year. Can you get someone onto that?



**Thanks guys. As ever, it's been a pleasure talking to you.**

# DL RAPIDO 250



Steve Funge and his son Tom are well known in the Perth Scootering community and over the years have owned a few Lambrettas as well as a couple of that other marque. The Lambrettas Steve has owned have all been street racers, and when he got the itch for another of Innocenti's finest he turned to renowned Croweater and scooter builder, Darren Lashford.

# FERRARI DL 250

*Darren has helped Steve out before with porting a barrel for Tom, and an engine build for Steve's AF GP, as well as building scooters and engines for other WA members.*

The project started with the donor frame, a 1969 dl 150, and evolved with Steve fancying a theme based around a Ferrari colour scheme and Darren's desire to build a scooter along the lines of a 1980's street racer.



The engine itself was built around a 250 Rapido barrel that Steve already had, and had erm...seized. This is where Darren really excels, after a rebore, out comes the Dremel for some serious porting, including an additional boost port. Then it was onto the casing, which also required a huge amount of porting to accept the Rapido barrel and 60mm crank with strengthened con rod. The innards were completed with a Honda clutch and a Cyclone 5 speed gearbox.



The inlet was mated to a 30mm TMX Mikuni Dialajet carb with blocked powerjet, and a Mark Broadhurst reed block. For the exhaust Darren went for a stainless steel Franspeed Supertourer, and the electrics were sorted with a Varitronic stator and flywheel.





With specs like that extra fuel capacity is handy so a 12.5L mid range tank was fitted, and to help stop it an outboard hydraulic front disc was added along with front dampers and a BGM rear shock.

The paint is a late 60's early seventies Ferrari red with all graphics airbrushed on. Darren had the toolbox door and the recesses for the side panel grilles frenched in, and with the taillight surround from the earlier S3 model you would be hard pressed to find cleaner lines on a scooter. Other nice touches include an LED rear light and the Snetterton seat completes the 1980's look.

The finished scooter is stunning and Steve is certainly very happy with it, Darren held onto it long enough to run the engine in and probably had mixed feelings about crating it up and sending it to WA, however as I write this, it is getting put back on a pallet to South Australia for the National Rally where I'm sure it will get lots of attention, and maybe even pick up a trophy as it certainly deserves one.

Max



# Shipping Steel

What does a Pool Noodle, a life times supply of 100mph tape and a very expensive custom scooter have in common? Read on.

A few weeks prior to this years National Classic Scooter Rally, I was talking to Mark Williamson. Mark is the proud owner of **Resurrection**, the beautiful, full custom GP that was recently featured in Scootering Magazine. We got talking about shipping his scooter to Adelaide from his home in Perth. Then it dawned on me that it would make an interesting story to hear how someone goes about sending their pride and joy from one side of the country to the other. I asked Mark if he would mind documenting the process for the pages of **Pacemaker**. Mark exceeded my expectations with his story. Below is his enlightening account of how he managed it. Considering Mark spends most of his waking hours jet setting around the globe for business, has four daughters under the age of ten, a horse, two dogs and a house in mid renovation, I'm surprised he managed it at all !!!  
Parental Advisory - May contain words that make you blush!

# Adelaide and the art of preparation.

Words- Mark Williamson

Photos- Mark Williamson & Mark Nangle

**Benjamin Franklin famously said "By failing to prepare, you are preparing to fail."**

**The modern day equivalent of course would be the the seven P's**

**Proper Planning and Preparation Prevents Piss Poor Performance.....it is, I believe, a military terminology. With that in mind it may be worth documenting what goes in to the interstate transportation of one's hard work, pride, joy and eternal money pit.**

**10 Days to loading:** really must clean the scooter and get some two- stroke, I'll do it this afternoon.

**7 Days to loading:** today's task....clean the scooter and get two-stroke.

**4 Days to Loading:** don't forget, clean the scooter and two stroke.

**1 Day to loading:** Phone rings.

**Adam;** "Hi Mark, it's Adam, I'll be at yours in an hour."

**Me;** "OK,.....what for?"

**Adam;** "Errrr, to drop my scooter off so you can take it to be loaded with yours"

**Me;** "Ohh yeah, right! Have you palleted yours up yet?"

**Adam;** "Yep. Been done nearly a week"

**Voice in head;** DAMN!!!

**Me;** "Ok, may be don't rush to get here. See you soon"

End of phone call.

Then ensues the conversation with the wife.

**Me;** "Hey hunny, did you say you were going to the shops this morning?"

**The Boss;** "Yes, do you need something?"

**Me;** "A noodle"

**The Boss;** "A what?"

**Me;** "You know a noodle, like what the kids play with in the pool"

**The Boss;** "What do you want that for?"

**Me;** "Need to get my scooter cleaned up and on the pallet to load for Adelaide in the morning, going to try a different way of securing it this year. You can probably get one from Bunnings if your passing."

**The Boss;** "I'll get one from the Reject Shop, they'll only be a few dollars"

**Me;** "Err, any chance you can go now, only Adam will be here within the hour. I need to clean my scooter before I load it."

**The Boss;** "If only you loved me as much as those bloody scooters"

**Me;** "Hey babe, you know I love you more."

**Voice in Head;** (Laughing Loudly) YEAH RIGHT!!!



And so begins the process of ensuring that the scooter is mechanically prepared for the annual event. Petrol on, choke out. Kick....ooooops turn the ignition on!!! Kick, kick and we have contact!!

Few revs, right she'll be great! Mechanical check complete. Duration...less than one minute!!!

Now for the cleaning, she's been well looked after through the year so a quick polish with dry wash, a good dollop of elbow grease, make sure the chrome is nicely polished and she'll be great. Duration.....about fifty minutes.

Now to retrieve the pallet from the back of the garage where it has been sitting for nearly twelve months, and now all I have to do is put the scooter on. Oh! Now I remember!!! Need some packing under the wheels as it sat a bit too low last year and the exhaust caught too. Take the scooter back off the pallet, measure up and get the jig saw out and cut up some wood and ensure that they are perfectly engineered for purpose. Total duration.....about 40 minutes.

Right. Put the scooter back on the pallet. Of fuck!! It's covered in sawdust! Dust and clean the scooter. Duration....20 minutes.

As I am putting said scooter (now free from all sawdust) on the pallet Adam arrives with his own personal homage to 'Shibari' the Japanese art of rope restraint.....except with ratchet straps!!! This is Scootering bondage at its best and would not look out of place gracing the centre pages of any BDSM magazine, especially as it is wrapped in a 1 inch thick layer of shrink wrap.

So my scooter is sat on the pallet waiting to be covered with two blankets and secured by two ratchet straps, all I need now is a noodle! I explain to Adam that the whole process is now on hold awaiting my nearest and dearest to return with said noodle. Nothing to do but go and have a coffee and wait. Whilst waiting and chatting generally with Adam I decide to check emails, as I am doing so in comes an urgent request from Sherlock. No way of getting his pallet to loading station, urgent assistance needed! Quick phone call to tell him to put his scooter on the pallet and we'll come and pick it up and deliver both scooter and pallet to loading for him tomorrow. After another hour of waiting and still no sign of the noodle it is decided that we hitch the trailer to the

ute and dispatch Adam to collect Sherlock's steed, hopefully by that time The Boss will have had enough time to finish her coffee, nibble on a light lunch, chat with friends and possibly return with the all important noodle.

Nearly an hour after Adam has gone the boss finally returns home with enough shopping to ensure that Australian retailers do not go in to recession this quarter and best of all she has a noodle in her hand! Fantastic!! At last we re getting somewhere!!!

**The Boss;** "There you go, I got you a blue one. I didn't think the boys would let you live it down if you had to use a pink one"

**Me;** "You are a star babe.....errrr. Where's the hole"

**The Boss;** "The what?"

**Me;** "You know! The hole!"

**The Boss;** "Eh?"

**Me;** "The hole, you know so I can feed the ratchet strap down!"

**The Boss;** "I don't like those, it's safer for the kids if they have a solid one, they are more bouyant"



**Me;** It's not for the fecking kids. It's for my scooter. Noodles have holes, just like polo mints"

**The Boss;** "Well this one doesn't! Guess that makes it a plain mint!!!"

**Me;** "But, but, bu..."

**The Boss;** "\$3 from the Reject Shop, if you want one with a hole go to Bunnings they'll be \$12"

**Me;** "\$9 for a fecking hole?!!!"

**The Boss;** "Well you are the one who prefers bloody polo mints! Yes! \$9 for the hole"

**Me;** "Pffffff. I'll improvise"

So after 3 hours of waiting, cleaning the scooter twice and the stressometer approaching the orange zone I set about reworking the noodle imposter with a stanley knife. Having cut it down the middle and positioning the ratchet strap inside I set about adding the protective blanket to the scooter. Taking it from its position, also at the back of the garage where it has also sat dormant for a year, I threw the first cover over the scooter.....along with the dirt it had collected to and from Sydney the previous year along with 11 months of accumulated dust, debris and dead insects!

Fuck it, I'll clean it in Adelaide!!!

So to work with the ratchet strap, except it keeps coming out of the precision slit that I have carefully engineered in! Noodle! Pfff! It may stop some rug rat from drinking twelve times his daily intake of liquid intake but it's not looking like it will hold my pride and joy safe on its annual trek.

And suddenly it hits me that underneath that rug and all those dead insects sits not only my pride and joy, but to be pretty truthful most of our life savings as well. The quote from the film Armageddon quickly springs to mind;

Rockhound: You know we're sitting on four million pounds of fuel, one nuclear weapon and a thing that has 270,000 moving parts built by the lowest bidder. Makes you feel good, doesn't it?'

Yep! 47 years of life experience, countless hours of research and the odd thousand dollar all secured in position by a product manufactured by Xchingdou Manufacturing Company and proudly sold by Reject Shop for \$3!!

**Voice in head;** "DAMN!!"

OK, so what would would Thora Hird do in a situation like this?

The answer.....Duct tape!

After the application of duct tape (approx value circa \$5) I returned to the securing process. Still some bulging out of the ratchet strap that doesn't fill me with confidence but nothing that another \$12 worth of duct tape won't fix!!!

So 5 hours later, a \$3 non-noodle and circa \$17 of duct tape we are looking good and I am almost happy with the results but there is something that is nagging at me but I just can't think exactly what it is! We'll have a coffee and then load it on the trailer.

Coffee is a truly wonderful substance and it really does stimulate the mind, so after only a few sips I remember OIL! I haven't bought any oil!!!

**Voice in the Head;** "DAMN DAMN DAMN,"

Right. Hunt round the garage. Sure enough there are at least 6 containers containing various amounts of required lubricant it is a simple matter of decanting in to appropriately sized bottles, unpacking the scooter, removing some dead insects, placing the oil in to the toolbox (at this point add in a few spare spark plugs and the odd cable or so) repack, recover, resecure and we are good to GO!!!  
Whoo Hoo!!!

**Voice in the head;** "Where are the keys?"

**Me;** "You've got to be bloody kidding me?????"

**Voice in the head;** "F\*\*\*, F\*\*\*, F\*\*\*ITY F\*\*\*!"

Unpack the front half of the scooter, remove the keys from the ignition and repack!!!

At this point Adam (having returned with Sherlock's scooter held on to the pallet with one extraordinary long ratchet strap (possibly long enough to circumnavigate the globe), a few pieces of easily bio degradable foam and a small amount of cardboard, produces an industrial roll of Glad Wrap!!!

**Adam;** "Wanna wrap her up?"

**Me;** "You betcha!!!"

Duration.....approximately 4 minutes and after Adam's perfect pornograffiti I can honestly say that far from gracing the centrefold of the higher echelons of BDSM literature I don't think my effort would make it to the 'Readers Wives' section of Razzle.

So there are now three scooters palletted, packed and ready to go. Time for another coffee and a quick troll of Facebook and I am suddenly buoyed by Steve Kelly's post of his pallet which at this stage looks remarkably like a few pieces of plywood and some seriously heavy gauge timber. Perhaps I am not that useless after all!!!

Public Holiday Monday (WA) 6.30 am. The alarm pierces the early morning silence.

**The Boss;** "WTF"

**Me;** "That's for me"

**The Boss;** "Why?"

**Me;** "Scooter loading"

**The Boss;** "You're kidding me?"

**Me;** "No. Why?"

**The Boss;** "F\*\*\* OFF!"

The sky is heavy with rain and as I step out of the house the heavens open. As I look at the loaded scooters I realise that I didn't put the cover on before applying the shrink wrap!

**Voice in the head;**  
"DAMN!!"

Well there is no way I am going to start messing about with it now.....(note to self....take scooter cover in luggage for journey home).

The loading itself goes down like a slick operation, not like it was 5 years ago!!! Only now the worry starts....did I fasten it down properly?

Will that ratchet strap

hold? Was a noodle the way to go?

Tuesday morning; 2 sleeps to fly out day

Phone rings.....



**Potential new boss;** "hi Mark, it's the Big Cheese here, that interview we are supposed to have on Wednesday I am going to have to reschedule it to Thursday."

**Me;** "ahhh! I fly out on vacation first thing Thursday morning"

**Potential new boss;** "Mmmm. I will be on leave for two weeks after that so can't do any other time."

**The Boss (the 'real' one);** (mouthes silently) "WTF??"

**Me;** "Give me one second please".....look to real Boss.."it's that Company, they want to see me on Thursday now but I will be in Adelaide by then, probably half way to Nirvana at the Worlds End bar."

**The Boss (the 'real' one);** (Doesn't actually say anything but gives that look that says "you better get that job and get the hell from under my feet or I will stab you in the chest with a rusty horseshoe ten thousand times without even blinking"

**Voice in the head;** "STICK YOUR JOB RIGHT UP YOUR JACKSY"

**Me;** "That should be fine, see you Thursday" Hang up.

**Me;** "f\*\*\*, f\*\*\*, F\*\*\*ITY, f\*\*\*!"

**Me;** "Hello, Qantas? Yes I need to change a flight please."

After a few quick phone calls to Phil Synott and Ian Morris it seems that all may not be lost and as usual the guys (and girls) of PLSC rally round to come up with a workable solution as to how to collect my scooter and ensure that I am not disadvantaged.

Humbling does not even come in to it!

That night I dreamt that my scoot fell off the pallet during transportation and woke up sweating!

**The Boss (the 'real' one);** "You ok babes?"

**Me;** "Yes, just having a bad dream"

**The Boss (the 'real' one);** "Ohhhhh. Come here babes, what's up?"

**Me;** "I dreamt that my scooter fell off the transporter."

**The Boss (the 'real' one);** "Really?"

**Me;** "Really"

**The Boss (the 'real' one);** "Bugger off and go to sleep!"

Fly out day

Wake up at 3.00am because for 12 months this is what I have been telling myself I would have to do!

**The Boss (the 'real' one);** "you're thinking about that scooter again aren't you?"

**Me;** "No. I thought I

heard a noise outside."

**The Boss (the 'real' one);** "Bugger off and go back to sleep."

**Me;** "You're too good to be true, can't take my eyes off a you."

Driving to interview. Phone rings.

**Lucky;** "Hi mate. You ok? What time do you get here?"

**Voice in the head;** "OHHHHH DAMN. THE SCOOTER FELL OFF THE TRANSPORTER."

**Me;** "Should be there by 10pm"

**Lucky;** "Ok, give us a call when you land"

**Me;** "Will do. Did everyone's scoot arrive ok? Is there any damage?"

**Voice in the head;**

"STOP BUGGERING AROUND AND GIVE ME THE BAD, BAD NEWS"

**Lucky;** "everybody's is here and no problems, yours is at the hotel, we are in the pub."

From this point it is all plain sailing, interview, airport, Adelaide, Pub!

Now.....let's go and

create some memories!!!!

Mark Williamson



# BARN FINDS THEY'RE STILL OUT THERE

**While he's not riding Lambrettas, Peter Lopes from Melbourne is a postman, an occupation that not only has it's dangers of getting bitten by angry dogs but also has it's benefits of being able to see what people have tucked away in their gardens.**

Case in point, Peter recently sent in these very interesting pictures of a barn find that a colleague of his had found while on his rounds! Peter explained that a fellow postie had mentioned to him that he had come across an old scooter that was in the back yard of an elderly couple that he delivers mail to. He'd noticed it a few

months ago and enquired about it however the couple were not interested in letting it go at the time. Apparently Peter's workmate has no real interest in scooters as he rides Harley's but he knew of Peter's interest. Then as luck would have it, the couple recently offered the scooter to Peter's mate for free!

Peter asked him to take some photo's and it turns out that it's an LD Mk3 circa 1957. Peter goes on to say that he hopes to get his hands on the scooter but at the moment his workmate has decided to keep it and try to rebuild it.



The last time it was registered was in 1969. I wonder if any members can shed any more light on this fantastic barn find? It's great to know that they are still out there to be discovered and hopefully given a second lease of life.



Peter also sent in this great photo which was passed on to him by the editor of Old Bike Magazine Australia. I also noticed that Siobhan Ellis also recently posted it on the LCoA Facebook Page. Does anyone know the story behind Peter Lloyd of Sydney and this amazing truck?



# AROUND THE STATES - AUSTRALIAN CAPITAL TERRITORY.



Although we have only half a dozen members in the national capital we certainly make up for it with enthusiasm and getting out and about as much as possible. With four of our members being actively involved in the Mille and National Rally we've not been resting on our laurels and we took to the roads with The Swarm on a local rideout this last weekend.

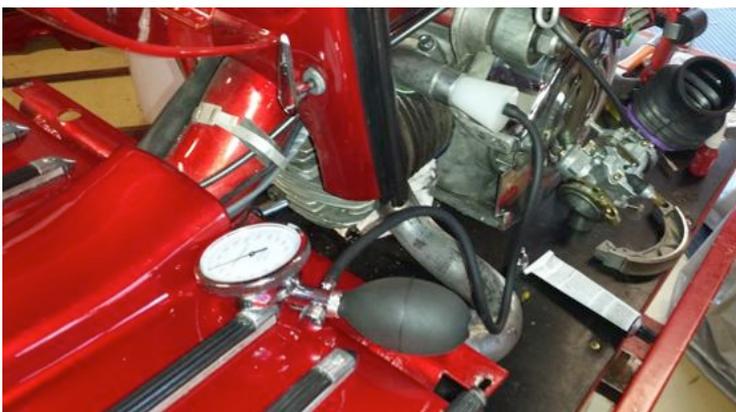
In early November we will be representing the LCoA at the annual Marques in the Park classic vehicles event (weekend of 09-Nov) and in the first weekend in December we have an

overnight rideout planned with The Swarm and Hardly Normal Scooter Club that will take in the Southern Highlands. Should anyone be travelling our way we have all ACT events detailed on a dedicated website (<http://lcoevents.weebly.com/act-approved-events-2014.html>).

Chris Johnson

*Post script (Ed.): Chris also would like to let everyone know how satisfied he is with his latest creation – a Stage 3 Taffspeed tuned SIL GP200..short and succinct...*

*"ANDMYGPRANLIKEAFECKINGLONGDISTANCEFECKINGMARATHONFECKER TODAY. Bloody love it."*



# AROUND THE STATES - NEW SOUTH WALES



It's been a quiet few months in NSW recently, mainly because it rained... and rained... and rained. However, one day the sun came out and a few of us ventured out to the Northern Beaches, and to a Micro Brewery called Modus Operandi. This had been recommended by Terry Smith, and what a great suggestion too. Fabulous beer and good food and company. Although you can see that they said not to park across the driveway, that actually asked us too. It was good to see old faces, and new ones.

Much of the rest of the time has been taken up by preparation for the Mille and National.

We have a breakfast meeting coming up at the end of October, just to get people's views on what they want from the club, and then an overnighter the first weekend of December, in conjunction with the ACT and The Swarm. For more details, please see the LCoA web site.

I'm also happy to report that Akiko, one of the founder members, has finally got a scooter. She is now the proud owner of a Vega 125.... which took me 6 years to build.

Siobhan



# AROUND THE STATES - VICTORIA



Although the period throughout the chillier months of the year tends to see a slowing down in activities, especially when leading up to the National Rally and the Mille, Steve B ensured that momentum was maintained through these months and managed to pull together a small but nevertheless interested group of attendees in early August to discuss the trials and tribulation of importing a Lambretta into Australia from India; the presentation can be found in the Files section of the LCoA Facebook page or if you would like a copy please get in touch and I'll email it you.

Following the AGM in mid-August the role of Secretary has passed from Elizabeth Bardsley to myself and Gordon "Gordy" Bingham has fearfully stepped into the breach to fill the role of State Representative and has also assumed responsibility for the issuance of Club Permits (i.e. the maroon historic number plates that adorn many of the scoots in this state).

As we roll into mid-October, the time has come to take stock of where we are at in relation to 'how we galvanise the largest state-based membership within the country?' Gordy and myself will be reaching out to you seeking your thoughts, comments and inspiration on how we can get together as a group and see if we can achieve 50+ Victorian

owned Lambrettas on the road at one time.

Future updates will be provided by Gordy so stay tuned for our next exciting instalment.

Nev

*(After Nev submitted his report some banter ensued among himself and the WA based committee members about which state could produce the most Lambrettas at one single ride at the same time. Nev has therefore thrown down the gauntlet from VIC to WA. Phil)*

"As an incentive to ensure VIC remains the premier Lambretta state and in the spirit of keeping those upstarts from way out West quiet, the VIC LCoA representatives issue the following challenge to our hybrid West Aussie kin.

At a date, to be determined but expected to be in late-Nov / early-Dec, it will be foretold that there are more road-going Lammies in Melbourne and its leafy, genteel surrounds than there be in that last resort outpost on the far outreaches of this brown n pleasant land (apparently that one-horse village goes by the name of Silverado Perth)."

# AROUND THE STATES - WESTERN AUSTRALIA



Photo by Mark Nangle

*It has been 6 months since my last round up, which has seen a fair bit happening, in March the WA branch had a short and sweet ride up the coast then across to JB O'Reillys in Leederville, with about 25 Lambrettas out for the arvo. While there, we had two new members sign up, welcome to Tim Howley and Richard Beards, and past member Ron Laycock came back to the fold.*

In April Phil Kellow hosted the inaugural Great South West Tour (see feature article in the previous Pacemaker), which had 22 classic scoots covering a grueling 1200+kms over the Anzac day long weekend, it was a raging success despite, or maybe because of all the mishaps and shenanigans along the way. All the inaugural attendees are looking forward to next year. The GSWT did have a few of the LCoA members wondering whether a few of our runs shouldn't be longer and more challenging, what do other members think?

In June we held a run from the Freo Roundhouse, to The Rose and Crown Hotel, Guildford, whilst there I was inundated with members giving me their renewal forms, and also signed up two new members Andrew Kennedy and Ian Morris, Keith Holmes-Brown who had been in the UK for a couple of years also rejoined.



The LCoA AGM was held in Perth this year, and it was great to see about twenty WA members turn up to cast their vote and to make welcome Nevil Cope, Siobhan Ellis, and Steve and Elizabeth Bardsley who all made the effort to come over from the other side of the country. The meeting turned into something of a party and I believe some alcoholic beverages may have been consumed, but I wouldn't know anything about that.

As I write this about 20 WA LCoA members will be fettling with their steeds and prepping them for the haul across the Nullabour to SA for the 2014 Australian National Classic Scooter Rally. I unfortunately won't be amongst them, but I wish them all the best.



It never ceases to amaze me how many more Lambrettas keep turning up in WA, Steve Funge has recently taken possession of his Darren Lashford built Rapido 250 GP (see feature article) and a trio of GP's have recently been imported from India two 200's and a 225, all from the same supplier 'Vespabretta'. It will be interesting to see how these scoots perform over time and what the different owners plans are for them into the future.

Max

# FOR SALE / WANTED

Please send all your FOR SALES or WANTED's to  
[pacemaker@lambrettaclubofaustralia.com.au](mailto:pacemaker@lambrettaclubofaustralia.com.au)

## FOR SALE

1967 Li 150, 175 kitted, PM tuning levers & grips, 12v conversion, 25mm dellorto carb, JL3 pipe, custom seat \$5000

### Contact:

[peletheblue@yahoo.com.au](mailto:peletheblue@yahoo.com.au)



## WANTED

Mesh tool box for inside legshields for a Series 2.

## FOR SALE

LD French Horncast, \$70 , ono.

### Contact:

Neil 0433 992 442

## FOR SALE

Lucas Pathfinder fog light with rear mounting rubber. Looks to be original. \$180 ono.

### Contact:

Brilly 0424 979 768



## WANTED

S3 Bridge Piece  
Rear Light Unit for SX,TV or LI all S3  
S3 Tool box door  
LIS, TV,SX headset.

### Contact:

Siobhan [siobhanellis@hotmail.com](mailto:siobhanellis@hotmail.com)