

The engine is painted black on this Mk.III Lambretta SX.200



Paul Chambers at speed on the P. J. Oakley Mk. III SX.200 at Silverstone race circuit on 3rd August 1967. Said he after the run; "We reached 75mph after Maggotts Corner."

A dealer who hires the Silverstone race circuit for a day, takes along a truck of equipment, a prepared machine and timing gear costing nearly £100 can fairly be said to be taking the job seriously.

When the single scooter is run over measured distances of one-tenth mile and one-quarter mile, clocked time after time, meticulously checked against various equipment changes . . .

And when at the end of a hard day's running the scooter is still in fine fettle, has not crashed, run a bearing or burst the engine . . .

Then you can say that one Lambretta dealer is justified in talking about tuning scooters and preparing them for the sporting rider.

THE MAN: **Mr. P. J. Oakley.**

THE FIRM: **P. J. Oakley Ltd., 277A Melton Road, Leicester. (Tel: 62742)**

THE SCOOTER: **The P. J. Oakley SX.200 Mk. III Lambretta**

The Silverstone circuit was being harried by a brisk cross-wind. Clouds scudded briskly overhead and when I arrived I was astounded to see a Lambretta being ridden down the measured

portion of track by, of all people, Wal Phillips, famous for his fuel injectors. "Not so bad" he said, coasting to a halt near us. "It made 70 with the wind but against it you have to get down behind the screen. The fuel injector is our standard one-inch bore, with a .043' Jet. It seems to be clean all the way up, no hanging at all."

The scooter was the P. J. Oakley SX.200 Mk. III and was handed over to Paul Chambers, an Oakley mechanic, who did the test runs. At first all runs were done with the panels off. Then they were repeated with panels on. Said Mr. Oakley:

"We feel that we have a winner in this machine. It looks well, handles well. It has powerful acceleration, enough to give a standing quarter mile in standard trim of 19.05 seconds; with additional equipment we got that down to 18 seconds flat, and your terminal velocity then will be of the order of 70 mph. The machine in that condition will have a top speed of between 75 and 80 mph."

After the runs with the Wal Phillips fuel injector fitted a change was made and an Amal 900 Series Concentric 1 1/4 bore choke carburetter was fitted. This is the new carburetter replacing the long established Amal Monobloc type. Plastic is used extensively in the new one.

Paul Chambers, Oakley mechanic and trials rider, smiles because as the fuel injector has been switched to on Amal carburetter the Wal Phillips sticker has had to disappear. Note in the glove-box lid the dial of the electronic rev counter.



This was indeed a fabulously equipped scooter. It WAS different and it LOOKED different, including the colour scheme

The 12-volt conversion had been fitted. This had a 9-amp charge rate. The lighting was a 45-watt headlamp with a 55-watt quartz iodine spot lamp below. You could use both at the same time if you wished. There would be ample current.

Ignition was special, as this was a test machine. You could have 6-volt flywheel magneto ignition; or you could, at the turn of a switch, change over to 12-volt coil ignition if you wanted. The switch was just below the special racing seat.

The rear tyre had gone up to 400 x 10. With this big tyre you have a struggle getting the wheel off and it might be necessary to deflate the tyre first. Pressures on these test runs were; front 20 lbs; rear 30 lbs.

A special high compression head had been fitted, giving a compression ratio of 10:1.

The side panels were fitted with locks.

An electronic rev counter was fitted. This operated from the contact breaker unit and is a very useful extra indeed on a sporting machine.

The standard Lambretta silencer was retained for the Silverstone runs. It stayed on but at the end of the day there was a hole in it because some of the Silverstone corners were taken sharply and at high speed. An Ancilotti silencer can easily be fitted.

The disc brake on the front wheel had been modified in the usual way to make it operate more easily and smoothly, a new cable being fitted and operating in reverse. There was also a front air scoop fitted to help with the cooling.

The machine was run on standard petrol with Filtrate added on a 24:1 ratio. This Leicester firm believes strongly in Filtrate and uses it in all their work. Because this was a trial day at Silverstone the ratio was kept at 24:1 but it is possible to go up to 32:1 with safety if normal running. Said Mr. Oakley:

"What we are trying to do is to turn out a smart scooter with the modifications the keen scooterist wants and sometimes demands. Of them all I should think the 12-volt lighting conversion is the most sensible. We want to give sporting performance consistent with absolute reliability. The MK.III is for the boys who want a road going scooter with an edge on the others, but absolutely reliable.

If we want to tune a scooter for a certain event we can do it, whether for sprints, moto-cross or hill climbs. That's a special sporting side. They are short-distance events. For the sporting rider who wants his scooter for everyday running—well, he wants road reliability. Anything we do, the emphasis is on reliability. We can build a scooter for any purpose—we can almost build one to customer's specifications, but we have a set of standard modifications, such as;

- 1 **SX.200 Lambretta with tuned engine.**
- 2 **12-volt lighting conversion (9 amp rate),**
- 3 **Re-styled two-toning; customer's own choice,**
- 4 **Lucas quartz iodine 55-watt spotlamp,**
- 5 **Legshield glove box,**
- 6 **Avon Cling tyres,**
- 7 **Headlamp flasher with indicator light,**
- 8 **Ball-ended levers,**
- 9 **Front fork damper unit gaiters,**
- 10 **Reverse-pull disc brake cable.**

The scooterist who wants a machine built to his own specification can choose from the following additional equipment available;

**Fuel Injector,
32 mm Amal carburetter and fittings,
Ancilotti silencer,
Racing seat,
4.00 x 10 rear tyre,
Suspension bush modification,
12-volt ignition,
Engine heat dissipation treatment,
Side panel locks.**

The scooter being used at Silverstone had the engine painted black, giving a fantastic improvement to the heat dissipation. The treatment is a special and it was found that even after many laps of hard thrashing the clutch case, inlet manifold and suspension bushes were quite cool—of great value to machines used for fast touring or competition use. The engine must be removed and partially stripped for this treatment.