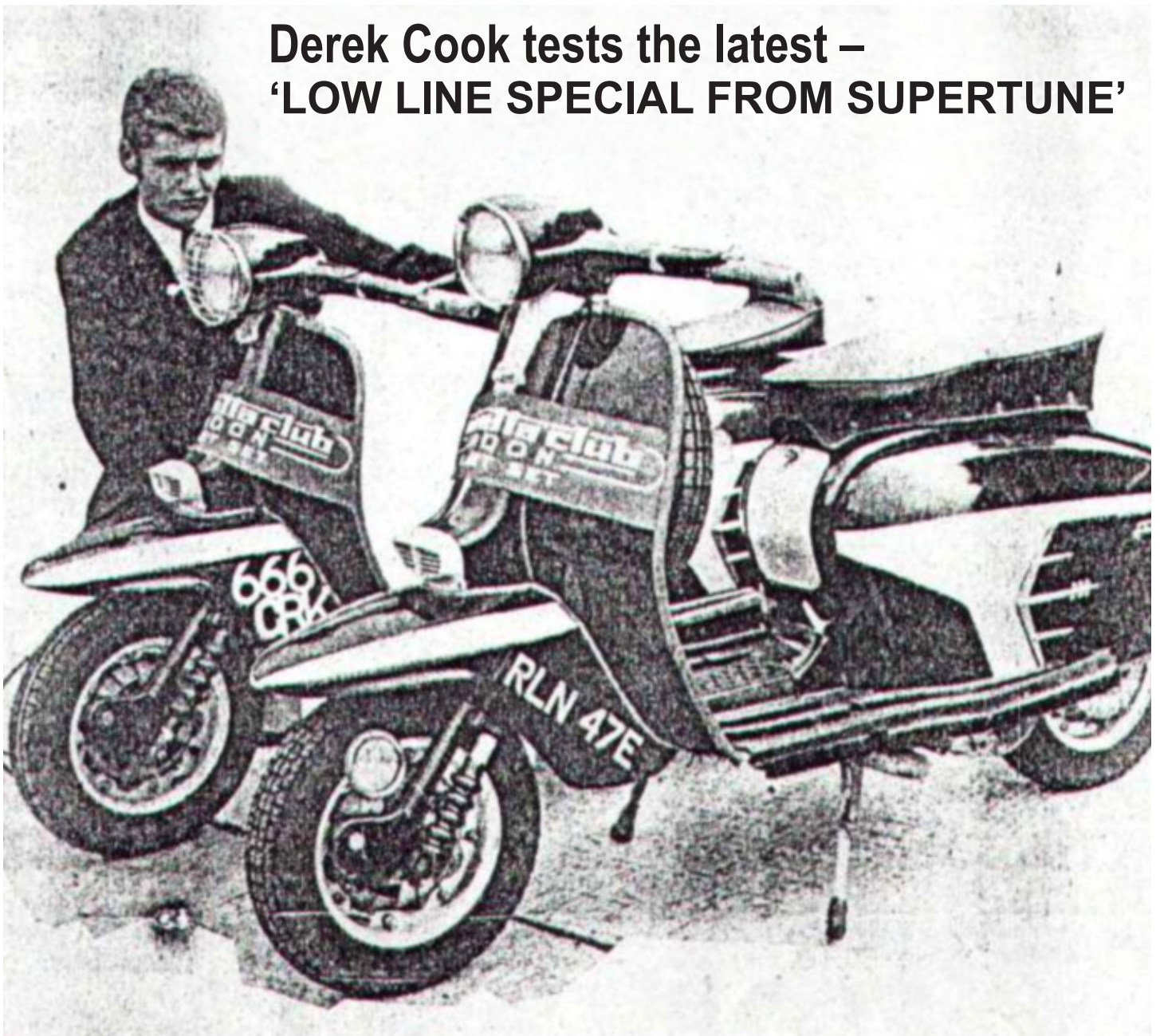
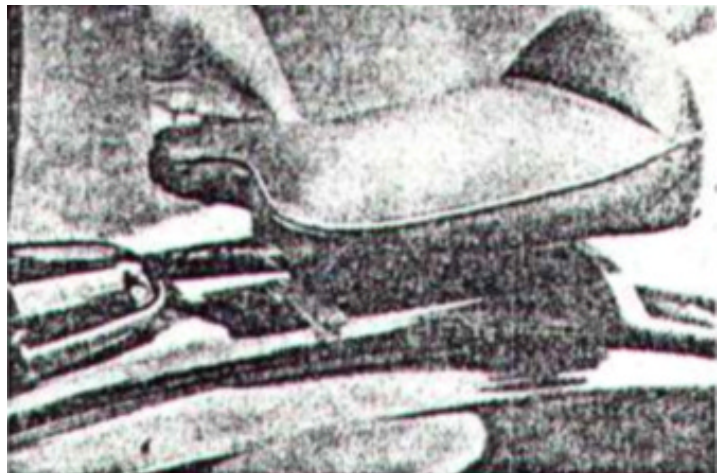


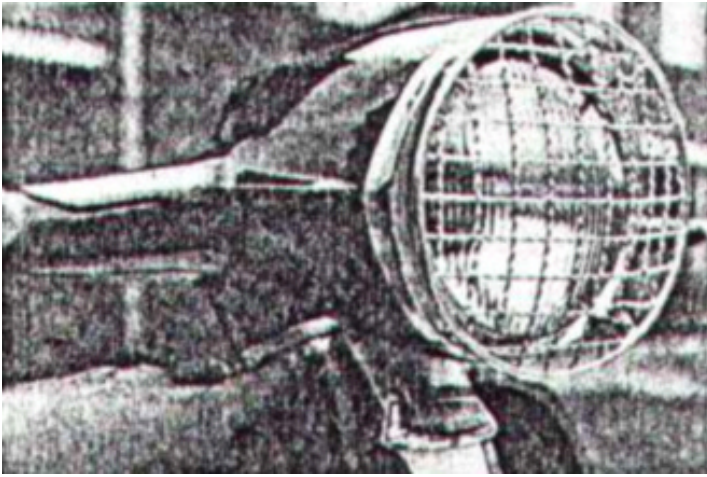
Derek Cook tests the latest – 'LOW LINE SPECIAL FROM SUPERTUNE'



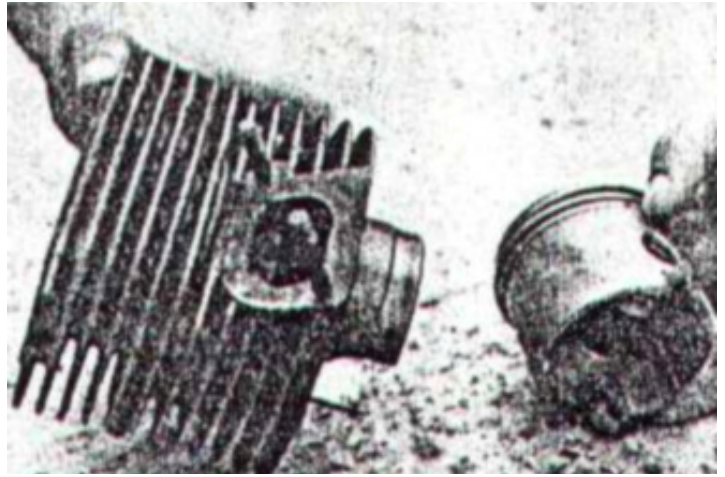
A single racing type seat was fitted which meant that you had to sit right back and crouch to be comfortable. At high speeds this proved useful.



The bucket seat itself was held by a single hinge at the back to allow the seat to be lifted for fueling. The seat itself was rather uncomfortable.



The headstock has been lowered by 3 1/2 ins which meant cutting the fairing down, cables and forks. Headlight was fitted with a stoneguard for looks.



Barrel has been bored out paper thin to help get the extra 35cc. Porting too, has been opened up. A specially imported cutaway piston is also used.

In with the clutch, a twist of the gear lever, and a thrust of power that throws you backwards – that's the way it was with the latest 'special' from Supertune of Croydon.

The scooter a 235cc converted GT, is owned by Supertune mechanic, John Holme, who was kind enough to lend it to Practical Scooter for road testing. Although a road bike it was capable of beating a large number of track specials, built solely for acceleration purposes.

First thing in the morning the bike was a little hard to start—but this is common to all supertuned bikes. Once warm though, the bike purred into life first kick. The—scooter we used had a 1 1/4 inch Amal concentric carburettor fitted, instead of a fuel injector, for easier starting and use in heavy traffic. When I

climbed aboard the scooter its throbbing pulse gave that 'feel' of power, its acceleration times proved it. It took two and a half seconds to reach 20mph, three and a half seconds to reach 30mph, five seconds to 40mph, and six point two seconds to reach 50mph, which is good going even for a sports car, let alone a scooter.

Speeds in each gear were exceptional. In first gear the speedo needle nudged 40mph, in second gear the scooter leapt forward to 55mph, in third gear the bike equalled the speed limit—70mph, before snicking into fourth and still acceleration up to 83mph.

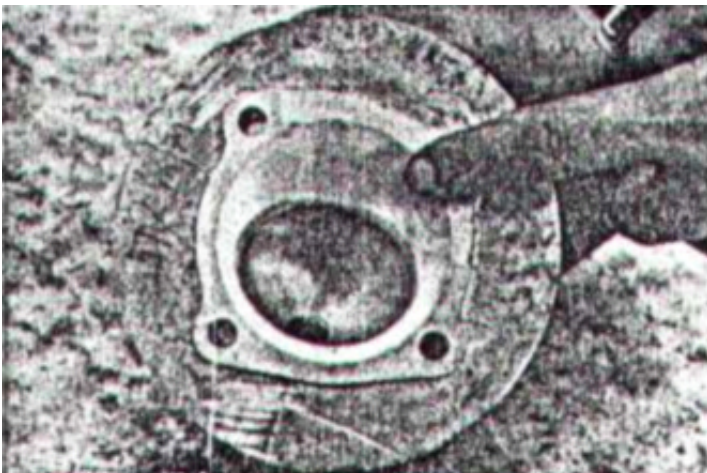
The standard GT brakes brought the bike to an abrupt halt at 30mph in an exceptional 29 feet 6 inches. The silencer was a little noisy on the bike we tested—it had a semi-expansion, large bore exhaust

fitted to it—but if required, a quieter one could have been fitted.

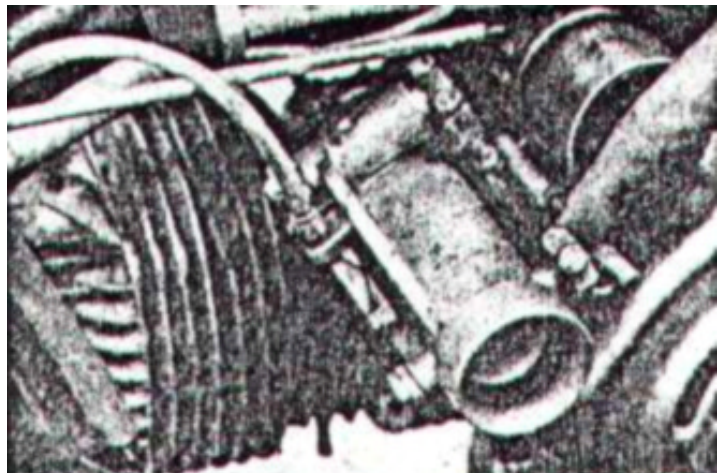
The lights were exceptionally good, they lit the road up so much that even on unlit roads, high speed driving was perfectly safe.

Either a bucket seat or a dual seat can be fitted according to choice. Certainly at high speeds the bucket seat was a gift. It enabled me to level myself with the handlebars, therefore cutting down wind resistance to a minimum. On longer runs and driving in heavy traffic though, I preferred the dual seat for comfort. Also the dual seat was better for social use as a friend could be taken on the pillion.

The main set-back was fuel consumption which was about 47mpg, although this varied with the speed I drove at. Still the price of such fast acceleration and



The cylinder head has been ground out to give a smoother combustion stroke and also to increase the cc rating. Sparking plug though, is still offset.



For competition work the scooter is fitted with an 1 1/4 ins fuel injector but for the road it had an ordinary Amal carburettor to stop petrol flooding



Either a 90 mph or a 120 mph speedo can be fitted. We chose the 90 mph one because markings are far more easy to check at a glance, when driving.



The coil has been moved from over the rear mud guard, to the side of the battery tray. This means a much shorter ht lead with less chance of leaking.

high speeds has to be paid somewhere. Both 90mph and 120mph speedometers can be fitted to suit individual taste, I chose the 90 mph speedo for clearness.

To reduce wind resistance and increase top speed, the frame had been lowered by three and a half inches, along with forks, legshields, horn casting and cables. The toolbox has also been removed. Overall effect of all this modifying was to lighten the bike-by about 60lbs.

Suspension—which was standard—was very good. At high speed driving, if I hit a bump or a hole in the road, the wheels floated over it without any hair-raising shakes to the steering. Original GT 200 gears were used, but a sixteen tooth engine sprocket was fitted. Because of the higher gearing the bike became very untractable at low speeds and a lot

of clutch slipping was necessary in town.

Once the scooter came into the power band though, the engine smoothed out to give a comfortable ride.

Supertune have kept the bike as stan-

dard as possible to keep down cost. With its bucket seat and lowered frame the scooter took on a sporty individual look—while the black and white two-tone finish gave it a very handsome appearance.

WHAT YOU GET

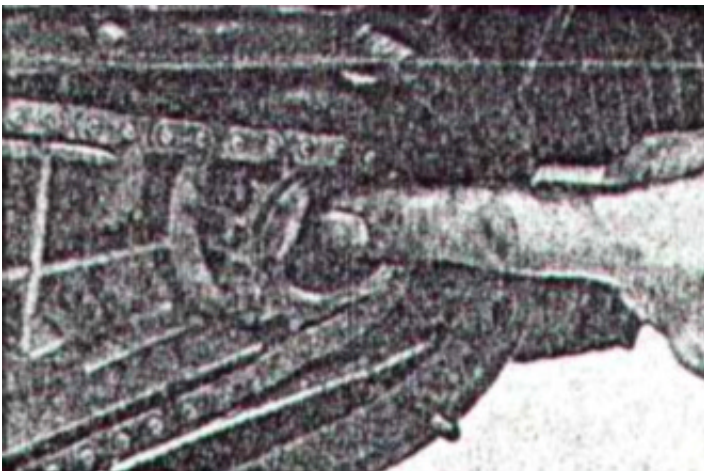
Engine—235cc re-bore conversion. Bore 72mm x stroke 60mm. Compression ratio—10.5 to 1. Porting has also been modified. 1 1/4in Amal concentric carburettor and manifold, or 1 1/4in fuel injector. 16 tooth sprocket on crankshaft. Semi-expansion large bore exhaust. **Price**—variable according to number of extras.

Lighting—6 volt, flywheel magneto.

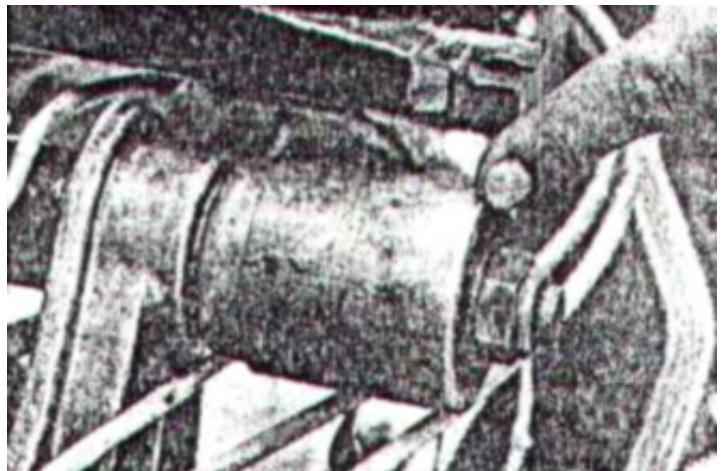
Extras—Lowered headstock by three and a half inches. 120 or 90 mph speedo, optional. Headlamp guard, lever shrouds, bucket seat or dual seat, optional.

Performance—Top speed 83mph, fuel consumption—47mpg, and braking from 30 mph—29 ft 6 ins.

Suppliers—Supertunes, 335 Brighton Road, South Croydon.



Original engine sprocket has been replaced by a sixteen tooth one. Overall gearing is made a lot higher which means plenty of revs needed to start.



With the extra power gained through conversion a double engine mounting bush has been fitted. This stops engine 'wagging' and dampens any vibration.