

>21st century Lambretta



The Scottish Highlands test the true mettle of man and machine

In Classic Scooterist Scene, edition 73, we introduced readers to ultra-long distance rider Red, who related experiences of his first 1000 miles riding the Scomadi TL250. He picks up his tale from that point...

Since my last report I've covered approximately another 1700 miles, including riding to Stirling to take part in Highland Scoot 2010. I was impressed with the handling, both on motorways and the 170 mile rideout that we did on the Saturday (some of those roads could be classed as farm tracks which included long, steep inclines). The auto made good everything that the Scottish

roads and weather could throw at it, but the seat is still too hard! I'm just pleased I decided against wearing the kilt for the rideout! It performed well and sat around 70mph plus easily on the run home from Stirling on the Monday (Stirling to Ferrybridge Services in under 4½ hours, including fuel breaks, etc). It returned a fuel consumption of approx 55mpg throughout the weekend.

I've been in touch with Paul and Frank of Scomadi regarding some small issues mentioned in my previous report. I can now use authorised Piaggio dealers for Scomadi servicing, which is a great help as it saves a lot of hassle finding the time to take it to Lancashire for every service and because service intervals are every 3000 miles – the 6000, 12,000 and so on, are major services and the intermediate ones are just the minor servicing (fluid levels, brake wear, rollers etc). I'll still take it over to Paul at least once a year for him to have a look over it, especially as I expect to do in the excess of 15,000 miles a year.

I've received an Excel spreadsheet with service intervals on, but still nothing official though! Paul sent a link for a workshop manual for the Piaggio X9 as you don't get anything when you buy it – the problem is that it's 262 pages, so it's a lot to trawl through when looking for some info! (I'd still rather have some official paperwork). Also there's still no mention of a service book that can be stamped at each service, or any warranty paperwork. (I'm going to get my daughter to make me a service book, just to make it easier for me). I'm going to use Ron Daley of Barnsley as he's been recommended to me by Paul. I'll let you know how I get on in the next report.

I had an issue with the rear wheel, as it was scratched upon collection. I mentioned this to Paul at the first service and credit to him, he supplied a new wheel and paid the postage as I also needed a new rear tyre after only approx 2000 miles. I've changed to a Pirelli GTS 24 tyre which is a harder compound than the Schwalbe Raceman fitted



Soldered at both ends, changing a broken throttle cable can be a bit of a task!



Mesh has added to give extra radiator protection

Long term reader test



Regular fettling is needed to keep things in good order

previously (I'll also comment on tyre wear in the next instalment).

Another problem that I've had is a snapped throttle cable after approx 2200 miles! The main issue is due to the length (approx 235cm long) and also it has a soldered nipple on either – not something you can bodge to get home. I was passing Frank's workshop a couple of days later, so called him to see if he could supply another cable. All credit to Frank, he met me at a motorway junction with two cables, which he gave to me free of charge and also my legshield toolbox which had now been finished (I'll comment later once I've fitted it).

The cable fitting was a nightmare as you have to remove the horncast and headset top. That isn't a problem, but you can't thread the cable under the legshields (due to lack of space) without first undoing the securing bolts and then taping the new cable to the old outer and pulling through. Because of this I decided to thread the second cable through in case the cable snaps again. While undoing the bolts on the legshield runners, I found out that you can't remove the runners completely,



21st CENTURY LAMBRETTA
Last issue, we tested the new Scomadi TL250 and mentioned our long-term test plans, arranged with one of the owners. So let's start by introducing you to our crash test dummy – sorry, we mean the owner.

RED ALERT

The Scomadi TL250 long term test

THE FIRST HANDS ON

RED PLAN

THIS
article is running
consecutively in Classic Scooterist
Scene and Twist & Go magazines. If you've missed an episode, then the full
article can be followed by visiting www.scooteristscene.com and
www.twistngo.com or by purchasing the relevant magazine.

as they've been partly riveted to the legshields! Why?

I still need to fit the aftermarket mirrors and indicators now that I've got some adaptors and also an LED indicator relay bought from eBay (PM don't sell them, but this may change in the future). Since my last report I've also fitted some mesh to the front of the radiator housing (added protection from anything that may get thrown up from the front wheel). Paul said that on the next batch of Scomadis, they might to fit an extended legshield toolbox and house the radiator inside it, instead of mounting it on the underside of the legshields, as on mine.

In the next report I'll be commenting on the 3000 mile service and any issues found, also on the fitting of the toolbox and, as I'm taking the Scomadi to EuroLambretta in Gijon, Spain, I'll let you know how it performed and what reaction it got from the European Lambretta club members at the rally. If I receive any further updates as regards to documentation I'll keep you informed!

WORDS & PHOTOS: Red

ADDITIONAL PHOTOS: Rich

