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# Time Machine

Despite actively scootering within Europe since the early 90s, Christian Schnieder from Germany has not yet made it across the Channel to a UK event. Nevertheless, he has kept a keen eye on the British custom scene, its trends and influences which has led to him building the scooter you see here.







## OWNER DETAILS

**Name:** Christian 'Schniedel' Schnieder  
**Job:** Mechanic  
**Scooter club:** Jetsons SC, Paderborn and Lambretta Club Deutschland.  
**First interest in scooters:** Bought a Vespa Smallframe 50N in '91-'92 from a workmate and used it as a daily driver to work.  
**Favourite style of custom scooter:** I like every style of scooters. Fully blown custom, cutdown, racer, posh Mod style as long as the owner has put some thought into it.  
**First rally:** The Easter Scythemen scooter run in Suelfeld near Hamburg in 1993.  
**Favourite rally:** HiH Runs.  
**How could the scooter scene improve:** I don't know the British scene, but the German scene is brilliant as it is. Very small, everything is on site, not too many cars and vans, and NO automatic scooters.  
**Funniest experience with a scooter:** Chasing a Harley rider with my cutdown TV200.  
**What do you like about rallies/events:** Coming together like a big family.  
**What do you dislike about rallies/events:** I am still not a big Northern Soul fan and always thankful for some alternative music styles.  
**Favourite Scootering magazine features:** Of course the Nostalgic Custom Corner!  
**Favourite custom scooter of all time:** Dazzle, Spirit Walker and Wake.

**H**is home nation is well known for producing stunning street racers but Christian has always preferred the look and detailing of the machines that were on show over here in the early to mid 80s.

Bright base paint, sign-writing, gold leaf, pike nuts and cable wrap – you know the genre – classics that eventually evolved into such machines as Sign of the Snake, Italian Stallion and of course Howlett's scooters.

Around the year 2000 Chris built an 80s inspired Lambretta cutdown, and it was while accruing chrome for this that he came across an engraved gear change casting. From that point he was addicted to bright-work and started hunting down 'retro' engraved parts whenever they became available on the internet or through the 'for sale' ads in scootering publications.

It was also at this time that he came across a custom scooter called Love and Pride 2 at various German rallies and shows. This GP was built by Oliver Kluger of Scooter Centre Koln for his wife Tanja. It featured Pfeil Design blue eerie-dess paint and lashings of Pete Robinson engraving and chrome – very unique for a German custom scooter!

Chris loved the look and decided if it, or any of its parts became available, he wanted them! Eventually Tanja sold the scooter on but sadly at the time Chris wasn't in a position to buy.

Anyhow after a few owners and a couple of resprays/rebuilds it arrived in the hands of Chris' Jetsons clubmate Ivo. Meanwhile, Chris had bought a Series 3 Li150 and had always planned to build his dream machine if he could get hold of the relevant parts. Of course it wasn't as simple as



**“To start the transformation the frame and bodywork had all the unnecessary holes welded up and smoothed”**

The engravings were initially done by the late British engraver Pete Robinson for another custom scooter, Love & Pride 2.

this but after quite a few offers he finally got hold of the parts he had been chasing after for over a decade.

To start the transformation the frame and bodywork (which he paid €500 for in 2002) had all the unnecessary holes welded up and smoothed. It then had the rear runner-board struts removed. Although this machine started life as a LI Chris has modified the look with an SX horn cast and headset.

It also has trimmed rolled edge GP panels and shortened rear runners. Once he was happy with the look it was passed over to Alexander Henkemeier of AHA Design for paint.

Rather than an actual theme with murals he decided to keep it nice and simple, so a deep candy violet base-coat of VW origin was used. On top of this some beautiful gold-leafing was applied, for both detailing and the sign-writing.





## SCOOTER DETAILS

**Name of scooter:** Time Machine

**Model:** Lambretta S3 Li150.

**Time to build:** About two years, but I've had a plan for over 15!

**Engine:** MB No. 206 Stage 6 Suzuki 210cc, GP crank, TV rod, electronic ignition, Yamaha RD reed block, 30mm Dellorto, Mikeck exhaust.

**Other details:** Clear headlight lens by Jockeys Boxenstop, pike nuts wherever you look.

**Speed:** Gives a good 70mph for cruising.

**Paintwork:** Alexander Henkemeier

**Engraving:** Mostly Pete Robinson.

**Chrome:** Again mostly Pete Robinson. Some parts locally, gold plating via Jens Kruse.

**Overall cost:** Around €10,000.

**Hardest part of the project:** The final assembly.

**Advice for anyone starting a project:** Do a dry build with attention to every detail, with all new parts. Double check every item you use, especially panelwork for dents and splits and holes.

**Anything to add:** Still looking for some engraved parts.

**Favourite dealer:** Jockeys Boxenstop, LTH, Scooter Center Cologne. Beedspeed for pike nuts and chromed goodies.

**Thanks:** Holgi for the helping hands during the final rebuild, Jens Kruse for gold plating and being my soul brother when it comes to scooter customizing, my clubmates from the Jetsons for mental support and being the best club in the world and of course my wife Simone and my kids Lilly and Paul for their patience and support.

Next on the 'to do' list was to build an era-correct engine. After having a set of Indian casings polished he once again scoured the internet and called in favours from friends for the internals. Finally he got hold of an early MB Stage 6 Suzuki 210 conversion, complete with four-petal Yamaha RD reed block.

He contacted Mark and was advised to use a 58mm GP crank with TV175 116mm con rod. He also decided to stick 'old school' and go with a 30mm Dellorto open carb and '85 Mikeck pipe. Obviously some things like the ignition and clutch were updated, but this has produced a retro sounding motor that Chris says is not only fairly potent but also nice and reliable.

Anyhow, after a couple of years the parts started to come together, so along with his mate Holgi a final two week push took place to finish off Time Machine. Although Chris had been meticulous with his assembly doing several dry builds, certain parts still needed 'fettling' to get a perfect fit. But I must say all the hard work has definitely paid off.

So after his near 15 year quest is he happy with his dream machine and is there anything he is still trying to track down? "I am more than happy with the results. However I am still after a couple of engraved items if anyone can help – a 34mm Amal carb, cylinder and flywheel cowls and a headlight rim?"

**Words:** Dave O

**Photography:** Andreas Reinhold

