

Tales from the river bank

ROB MEE'S LML

It's good to see one of the latest production model scooters taking a lead from the classic machines of yesteryear. This LML NV SPL 125 owned by Rob Mee of Loughborough looks every bit like the pristine model once ridden by those back in the day.

Like the LML, Rob is also new to the scooterist scene. Having watched friends ride around town for about 10 years, he recently started to take more interest in the unique form of transport that comes with our scene.

Having a keen eye for detail, Rob likes the clean lines of classic scooters and if asked, his favourite would be the GS160 with some pinstripping (simplicity is the key; not over the top like many custom machines can be). Appreciating the amount of hours that some scooterists put into producing major pieces of artwork and engraving on scooters, Rob says it's not for him.

"This year could be a first for many things," Rob said. He can't wait to attend his first scooter rally, after sharing plenty of banter in the garage with Craig at The Scooter Paint Shop throughout his scooter rebuild. He has come to realise that having a laugh with mates is a major part of the scene.

Choosing a name for the scooter was simple - 'Auzzyboy'. As it says on the can, that's just what Rob is, having originally come from down under in Australia.

After Craig had worked his magic, it took Rob about three weekends to put the scooter back together, but not without some minor hiccups. One thing you must do when stripping a scoot down Rob says, is take loads of photos - especially of the wiring... and always fit the steering lock before the forks go in... If it hadn't been for Rob's mate, Mick Maidment, coming to the rescue, the scooter would more than likely be still sat in the spray shop. Mick also did a few alterations on the LML, like modifying the front suspension spring and making a new collar.

The scooter was in a sorry state for its young years, when it was first purchased. But for only £500, it was a fantastic way to dip his toes in the scooter scene. The front legshield had been pushed back when the scoot had been in an accident, but with some great work from Craig in the paint shop, it was soon back to normal. The LML

motor was reliable enough, but Craig chose to replace the 125 barrel kit for the much improved 150 five-port. Rob's still running-in, but he wants to see if what he's been told is true, that not many Vespa P2s will climb past him on hills with the torque of his LML being low down. Judgment is out on another alteration from Mick, with a Wezzer tailpipe added to the exhaust. But hey, it looks really good and sounds great, so who cares if it makes any difference to the performance?

A member of the Leicester Scooter Alliance which meets at The Counting House, Rob isn't afraid to call on friends for rebuild advice - after all that's a big part of the scene (I think he may learn that taking the mickey can be another major part - local club members to me pride themselves in taking every opportunity to get their cameras out as soon as someone gets a panel off on a rideout - you know who you are FOS boys)!

Looking ahead, I'm sure Rob will have great fun in taking his early steps to being a scooterist. With mates like Craig and Mick and with work also done by Jon Leeson at Letter Knight (pinstripping and signwriting), he has a super looking scooter.

The LML Club of Great Britain also deserves a mention. Rob says the amount of phone calls it received asking for rebuild advice were quite a few and it was always ready to help.

WORDS & IMAGES: Rich Addison



