

Charlie Edmonds performance tuning



Charlie Edmonds had quietly been porting scooters and motorcycles in Northampton for years without attracting much attention. Then he took up scooter racing, and arrived like a large rock thrown into a small pond. The waves have yet to settle. In his second year of Group 4 (essentially a class for full frame Lambrettas using piston-port cylinders) he won not only the class, but – controversially – also the overall BSSO championship. In 2007 he's done the double again. The sledgehammer that he used on this particular nut was a keenness to bring new technology to a very old class, and a dedication to test and prove theories both on his dyno and the track. Oh, and a 37hp Mugello-cylindered Serveta... Scooter racing is often the testing ground for new ideas that go on to benefit road-going scooterists. Charlie has been working with Tino Sacchi to revise the porting of his Mugello and Imola cylinders. Subsequent fruit of his collaboration with Tino will be a totally new 225cc Lambretta reedvalve cylinder and exhaust kit that is expected to produce over 30hp out of the box. Charlie talks exclusively to Scootering about his racing scooter, his development programme and shaking up the old order of things...

Charlie with just a few of the adjustable exhaust sections used to develop his race exhaust.

Interview and photos: Sticky