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This section seems to be taken up with negative comments this issue and I can only apologise for that, but maybe it's a sign of the times we live in. Both of the mentions below are about people who have no respect for other individuals or their property:

SCOOTER JACKING

We've been hearing through the grapevine about recent attempts of scooter jacking. In one particular case a rider leaving the chip shop was hijacked by two knife-carrying youths as he started his scooter up. In this case the rider took the safest option and let them take the machine rather than end up sliced up on the deck. I would have done the same to be honest. What do you do when confronted by that? Let us know your opinion.

TAG WEBSITE FORUM ATTACKED

There are some nasty people out there, as TAG has found out to its cost. Recent visitors to our website – and in particular our forum – may have encountered problems. An exploit in the forum system allowed a malicious attacker to alter the board's operations – and our web guru (Jason) had to try to resolve the problems while still in the sunny USA on holiday! All of this has meant that it has not been possible to administer the forum and in particular, add new members or alter details of existing ones.

It looks as though the forum is going to have to be rebuilt from the ground upwards and this may take a while. We are hoping that by the time you read this our problems will be solved, but in the meantime, we apologise for any inconvenience.

Not wishing to end this piece on a negative note, let me just say that this issue is again packed with stories and articles for everyone, so read on and enjoy!

Mau

- 6 THE WALL**
Our dedicated readers' pages
- 8 STUFF**
All the latest news
- 16 PLAYTIME**
Games, music and films reviewed
- 18 READERS' LETTERS**
- 20 VESPA LX 125**
Classic Vespa looks and style
- 24 AREA 51**
Aprilia custom scooter
- 26 ANY OLD IRON?**
125cc two-stroke exhausts on test
- 30 COBRA 180 QUAD**
Solid and substantial feeling
- 34 JIALING 125 TRAIL**
Well-made and capable
- 36 EXMOUTH SCOOTER RALLY**
More scooterist exploits
- 38 YAMAHA WHY**
Re-introduced for 2005
- 40 BSSO SCOOTER RACING**
Lydden, Kent
- 42 YOU'VE BEEN FLAMED**
Chris Samuelson's flamin' quick Runner...
- 46 BIKE COMPETITION**
Win a White Knuckle 125cc
- 46 DIRTY LOOKS**
MZ 125 SM v Yamaha XT125
- 54 THE SUN ALWAYS SHINES**
Cleethorpes national scooter rally



80 Round four of the X-Race 2005 series



62 Custom Suzuki Street Magic



24 Jeroen van Grinsven gets his inspiration, not from aliens or flying saucers, but from the work of other humans: custom scooter builders



26 Iggy helps guide you through 125cc two-stroke exhausts

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56 SCOOTER X-FACTOR
Competition winner update

58 THE FUTURE'S BRIGHT
Orange Arrows Runner

60 BBC1, BBC2, BBC3...
 Scooters on TV

62 MAGIC ON THE STREETS
Suzuki custom Monkey Bike

64 GENIUS OR STUPIDITY?
The Blata Quadard

66 B550 SCOOTER RACING
Darley Moor

68 METHOD IN THE MADNESS
More stunting tips

72 CLUB PROFILE
The Low Capacity Road Racing Club

74 DRESSED TO GET DOWN AND DIRTY
A look at off-road kit

78 PIMP YOUR RIDE
More readers' scooters – is yours here?

80 CRASH 'N' BURN
X-Race round four results

84 THE CLINIC
Help and advice

88 CLUBS & CAR PARKS
Club details on this page

89 WHAT'S ON
Event guide

90 TWIST 'N' TRADE
Find what you want in our classified section



60 Joe Brown experiences the joys of appearing on TV



30 The Aeon Cobra 180 quad on trial



42 Chris Samuelson's Runner looks pukka and won first place in this year's Show 'n' Shine competition at the Ace Cafe's Twist 'n' Go Sunday



68 More advice on stunting

48 Pip and CP put two of the latest offerings from Germany and Japan, head to head



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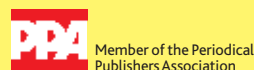
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the WALL



Four-wheeled WXXXer

Six weeks ago on my way to work a bloody massive blue Merc pulled out in front of me. Though I was only doing around 25mph, I still had no chance and so promptly hit it right between the front wing and the door pillar. I then found myself flying through the air, my helmet parting company with my head, before I came to rest on the ground on the other side of the car. Two weeks later I came to in the local intensive care unit wondering where I

was. My girlfriend informed me my bike was totalled (see pic). That was six weeks ago and I am still recovering from three broken ribs, a splintered spine, a two-inch crack in my skull and I have currently lost the hearing in my right ear. I seem to have sustained some sort of brain injury and keep losing the plot, but at least I have already got myself a new bike and now I am just waiting for the all clear from the doctors.

Jon Foster, Bridlington

That's the spirit Jon. It seems no German prestige car is going to keep you off the road! Hope your TAG T-shirt aids your brain recovery, if not you can always use it to mop up the dribble.

Readers' Poll

What's your favourite tuning part?

Exhaust	55.9%
Engine kit	20.6%
Performance carb	8.8%
Gear up kit	8.8%
Performance air filter	2.9%
Variator kit	2.9%

Readers' Poll

Last month's internet Readers' Poll asked what your favourite tuning part was?

Not surprisingly the exhaust came out tops. Log on to www.twistngo.com and have your say in this month's poll.

Grand Prix scoot



While riding through Stevenage High Street on 10 July, I spotted a red car. It turned out to be Schumacher's 2003 rolling chassis being used for a competition by a computer company, so I parked the Runner up next to it and took some pics.

Rossi Runner verses Schumacher anyone?
Barry Smith

Cool pic Barry. I too was riding down my local high street on 10 July, but all I saw was a green Megane parked outside the bank and an old woman pushing one of those tartan shopping trolleys... T-shirt on the way.



WARRIOR WINNER

Here's a picture of Gav Draper on his Gilera Runner VXR 200. Well done mate you've won yourself the Warrior goodies.

Put your writing on The Wall...

Keeping 'a breast' of things



This month the guys at Pacemaker UK have sent in this rather magnificent pair of Shower Breasts for our 'titillation', modelled here by Etta and Steve from our advertising department. They are designed to attach to the shower wall and to actually dispense your chosen liquid with a single squeeze. An ideal present for any guy. As you can see they went down a storm in the office and feel very real (Steve reliably informs us).



They retail at only £14.99 and can be found on the High Street or check out www.boysstuff.co.uk

Well done to all those who contributed to this issue, your free limited edition TAG T-shirts are on their way. Send us your news/views and stories and if it gets printed you'll get one too.

Send your correspondence to:

**TAG The Wall,
PO Box 99, Horncastle,
Lincs LN9 6LZ.**

**Alternatively why not
send us an email?
thewall@twistngo.com**

**Don't forget to
include your address!**

GO AND SEE



Meet Matty, Stephen, Ross, Danny and Chad, aka Double Yellow Lines. The guys describe themselves as a highly-mod-influenced band, playing numbers by Paul Weller, Small Faces, The Who and The Kinks as well as Ocean Colour Scene and Oasis. This band is a real crowd pleaser, guaranteeing a packed dance floor.

They will be performing on 13 August at the Leeds Crusaders' scooter event and then at the Wakefield 3 SC do on 11 September.

Check out their website www.doubleyellowlines.co.nr for more gig dates and details.



Two new GPR cans

GPR Italy has introduced two new exhaust cans: The GP13281-T fits the Piaggio X9 250 Evolution with Quasar engine and the GP13282-T fits the Honda Dylan 125/150.

Retail prices are available at VE dealers nationwide. More details are available at www.ve-uk.com or you can email VE at sales@ve-uk.com



Malossi cylinder kit



Malossi have launched a new cylinder kit to fit the latest Peugeot Jet C-Tech 2t LC and Ludix Blaster 50 2t LC. The 47mm bore cast iron kit comes with everything necessary to convert from 50 to 70cc. More details are available at www.ve-uk.com or you can email VE at sales@ve-uk.com

Richa Fazer jacket

This leather jacket comes fully equipped with five pieces of body armour, a removable lining and has a fabric strip down the inside of each arm. This is designed to keep you cooler during the summer months. The jacket features both

full length and six-inch zips for attaching to waterproof trousers. The styling is retro, yet sporty and doesn't look at all out of place when on my Runner. Also available in blue/black and priced at £199. Visit www.nevis.uk.com or call 01425 273344 for your nearest stockist.

Gary



NEW PIAGGIO GENERAL MANAGER

Piaggio has announced the appointment of Tony Campbell as general manager of Piaggio UK Ltd. Campbell, joined Piaggio UK Ltd in July 2004 as national sales manager. He replaces Martin Marshall as general manager.

Massimo Mirosi, vice-president of Piaggio for Europe, says: "We are delighted to appoint Tony as general manager. Since he joined Piaggio UK Ltd he has brought a new impetus and exciting ideas that will be the key in driving the company forward."

The Stalker is back!

After a prolonged absence, Hein Gericke has announced the return of the classic Chris Walker replica Arai helmet. They have specially commissioned an exclusive run of 500 Astro R helmets in the distinctive Stalker livery. This Walker replica will also come with a certificate of authenticity bearing Chris' signature, as well as a superb Arai kit bag worth £80 and an Arai helmet maintenance pack.

To get one of these limited edition lids, which retail at just £399.99, visit any Hein Gericke store.



TAG travels the world

We've not long had the new TAG stickers, but they are travelling the world already! The picture shown here was taken at Niagara Falls on the USA/Canadian border recently. Is this the farthest travelled sticker so far? No? Well, send us a picture and prove us wrong.

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5000th rider certified



5000th rider Ben O'Darme receiving his certificate from Chief Inspector Ian Brooks.

BikeSafe-London, the motorcycle safety initiative run by the Metropolitan Police Service, City of London Police and Transport for London celebrated the 5000th rider to attend a Rider Skills Day on 3 June 2005. BikeSafe-London aims to reduce powered-two-wheeler rider fatalities and serious injuries by raising rider awareness of the major causes of motorcycle collisions in London.

The 5000th rider, Ben O'Darme, was presented with his certificate by Chief Inspector Ian Brooks of the Metropolitan Police Service Traffic Unit at The Warren

Sports Club, Hayes.

Mr O'Darme, who has been riding for two years, said: "I attended a Rider Skills Day because I wanted to improve my skills to help me look out for and deal with the incidents and dangers on the roads today. The course has improved my rider skills and confidence."

A recent independent evaluation commissioned by TfL found that 89 per cent of attendees believed that their attitude to motorcycling has changed and they have become safer riders since participating in BikeSafe-London.

JUNE 2005 NEW REGISTRATION FIGURES

FIGURES ARE BASED ON DATA AVAILABLE AT TIME OF GOING TO PRESS

TOP 5 YEAR TO DATE SCOOTER REGISTRATIONS BY CAPACITY

Moped Scooter

1	Piaggio NRG	766
2	Peugeot Speedfight 50	690
3	Peugeot Ludix	591
4	Aprilia SR 50	553
5	Piaggio Zip 50	473

Moped Others

1	Easy Rider M 50	424
2	Aprilia RS 50	123
3	Derbi Senda SM 50	81
4	Aprilia RX 50	77
5	Derbi GPR 50	76

0-125cc

1	Honda SCV 100 Lead	936
2	Honda SES 125 Dylan	689
3	Honda ANF 125 Innova	496
4	Peugeot Speedfight 100	440
5	Yamaha NXC 125 Cygnus	393

126-350cc

1	Piaggio Vespa GT 200	186
2	Piaggio X9 250	79
3	Gilera Runner 200	65
4	Piaggio Vespa PX 150	47
5	Gilera DNA 180	28

350+ cc

1	Suzuki AN 400 Burgman	80
2	Suzuki AN 650 Burgman	58
3	Honda FJS 600 Silverwing	56
4	Piaggio X9 500	52
5	Yamaha XP 500 T-Max	46

ICE

East Anglian Ambulance Service has launched a national 'In Case of Emergency (ICE)' campaign with the support of Falkland's war hero Simon Weston and in association with Vodafone's annual life savers award.

The idea is that you store the word 'ICE' in your mobile phone address book, and against it enter the number of the person you would want to be contacted 'In Case of Emergency'. In an emergency situation ambulance and hospital staff will then be able to quickly find out who your next of kin are and be able to contact them.

It's so simple – everyone can do it – and it really could save your life.

SHARK ATTACK!

The new production Pro Shark Type R Quad has now been launched and is now available for test. It will be the first production 100 to have dual A arms as standard, plus alloy bodied shocks, rear facing carb, stainless pipe, 10in front alloy rims, race spec safety tether and lots more.

For more information, contact Fast Toys Ltd on 01507 522900, or email Quadzillaquads@aol.com for more information.



An affordable commuter

At £1999 on the road, the YBR125 adds yet another model to Yamaha's comprehensive 125cc range. Demonstration models will be available in most dealerships shortly.

Colour availability will be midnight black, mature red, Yamaha blue and light grey metallic. It comes with two-year manufacturer's unlimited mileage warranty, 12-months' RAC breakdown cover (roadside and at home, including lost keys, puncture or running out of petrol).

For a product brochure or to find your nearest official Yamaha dealer call 01932 358121 or visit www.yamaha-motor.co.uk for more information.



NHRC shocks

NHRC have launched a range of rear shocks for automatic scooters. The suspension units come with a remote reservoir for excellent dampening and great looks. This damper is available now from all VE dealers nationwide. Contact them to check compatibility for your scooter. To locate your VE dealer visit www.ve-uk.com/postcode/

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BasiX

At this Price the specification is certainly NOT basic!

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Stuff



Philip Sharpe, Morton's chief executive, taking in police instructions.

Riding safely

A team of five members of Mortons staff recently took part in a Bike Safe day at the offices of the Lincolnshire Road Safety Partnership. All jumped at the chance of attending this free half-day course to improve their riding skills.

Classroom work was included at the start of the course, looking at positioning at junctions and on bends, tips on overtaking, choosing the correct gear, speed and braking techniques.

Highly recommended by all the Mortons staff who attended, it was a positive initiative and an opportunity to ride with such skilled riders. Anyone wanting to take part please contact www.bikesafe.co.uk or Pc David Currie in Lincolnshire on 01522 805800.



Xciting new accessories

The arrival of the new KYMCO Xciting 500 maxi-scooter has prompted GIVI to produce a range of accessories to fit it.

There are two top case racks – the SR89 which takes top cases from the 21-46 litre GIVI Monokey range and the SR89M with specific attachments for the 26-47 litre GIVI Monolock range. The E470 version shown in this picture has an interchangeable cover and can hold two full-face helmets. There is also a larger size two-position Plexiglass windshield with built-in hand protection. Visit www.givi.it for further information.

CPI OLIVER PRICE CORRECTION

In the last edition of TAG we mentioned the price of the CPI Oliver City as being £1449. In fact the wording should have read £1299 for the Oliver City and £1449 for the new Oliver Sport.

Contact CPI Moto Ltd at www.cpimoto.co.uk or phone them on 01226 202299 for further information on either model.



New Multivar variator

Malossi have launched a new Multivar 2000 variator to fit a wide range of 500cc models from the Aprilia, Piaggio, Malaguti and Gilera ranges.

More details are available at www.ve-uk.com or you can email VE at sales@ve-uk.com to check compatibility.

NEW HONDA OFF-ROAD INSURANCE SCHEME

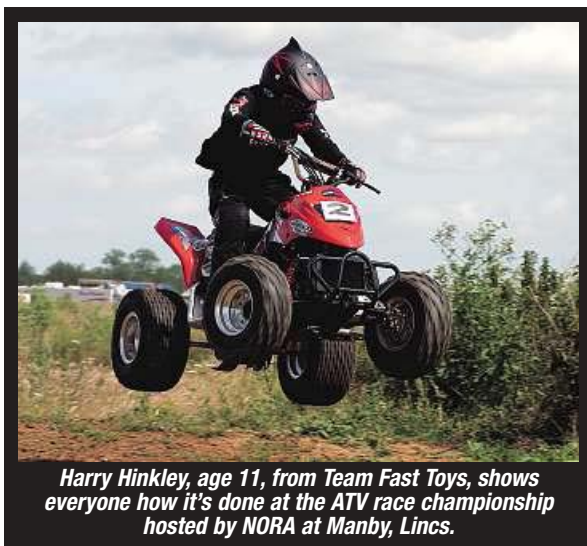
Honda Insurance Services has launched a manufacturer-backed insurance scheme for its off-road machines. The scheme can provide insurance cover for all of Honda's off-road motorcycles from the little CRF50 up to the awesome XR650. Visit www.honda.co.uk for further information.



Don Dunklee's solar-powered scooter

American scooterist Don Dunklee has modified his EVT4000E electric scooter with 120 watts of onboard solar charging and has not been plugged into the mains since 15 April 2005.

He has installed two sets of folding solar panels that generate 120 watts on a good, sunny day (the batteries hold 2400 watt-hours and a Michigan's average nine hours of daily sun charges is about half full. Don estimates his ride uses only 25 per cent of that).



Harry Hinkley, age 11, from Team Fast Toys, shows everyone how it's done at the ATV race championship hosted by NORA at Manby, Lincs.



BLASTER

Not only is Blaster probably the fastest accelerating 50cc scooter in the World, but with Peugeot's legendary build quality, it's quite possibly one of the most reliable.

With a 2 year warranty, easy parts availability, exciting accessory options, simple twist & go throttle (no gears) and groundbreaking design, Blaster blows the rest away.

Lightweight, nimble, and priced at only £1,349 OTR*, this new 50cc super-sports scooter from Peugeot is sure to be a swift seller too. Prepare to be stunned.

...it's an absolute BLAST. Get your leg-over today:

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www.peugeotmoto.co.uk

**2 year
warranty**
with all Peugeot scooters



*Price includes manufacturers delivery, pre-delivery inspection, 12 months vehicle excise duty, petrol, number plate, first registration fee of £38 & VAT at 17.5%. Finance and insurance subject to status. E&OE.



FAST stickers now available by post

They've been a long time coming, but FAST stickers are now available. FAST is a non-profit-making organisation aiming to unite auto-riding scooterists (and promote their interests) throughout the UK and beyond. It charges no subscription fee, but you can join and support it by purchasing FAST stickers at 25p each (plus a stamped addressed envelope). This charge is made to cover the outlay of having the stickers printed and any surplus monies will be kept in the FAST bank account to help support any future events. Remember, the more stickers you buy, the more you support FAST. Because of the relatively small amount being charged per sticker, postage stamps are accepted as payment alongside the other more normal methods.

Send your sticker order to FAST, 53 Main Road, Tointon All Saints, Lincs PE23 5AQ. If the dogs don't eat your letter, then you should get your stickers by return of post.



Whitby Run stickers also available

For those not wishing to wait for the post, the aforementioned FAST stickers will also be available for sale during the Whitby Run 2005 (21 Aug) as will the genuine Whitby Run stickers. They too will be priced at 25p each and will be available from Paul Robinson at the start point (Pugneys Country Park) and during the rest of the day. Visit the website at www.italjetdragster.com for more details on the event.



LPG scooters for the UK

They travel 75 miles on a full tank and emit only 25 per cent of the harmful fumes of standard fuels. LPG scooters are already the vehicle of choice in markets like China and Australia, where governments have set stringent emissions standards. Now a London-based company, LPG Scooters, are supplying a stylish collection of 50cc and 125cc Vialli scooters, with prices starting from £1395.

All models have four-stroke LPG-powered engines and are supplied with front disc brakes, rear drum brakes, electronic starter and kick-start, CDI ignition, digital clock and twin rear view mirrors. Each new bike also comes with an LPG refuelling map and 12 month



manufacturer's warranty.

All models have already passed MSVA safety tests and are completely UK and EU compliant. Email info@lpgscooters.co.uk or visit www.lpgscooters.co.uk for further information.

THE BIGGEST TOOL KIT

If you're into DIY then you need to have a good set of tools. Teng Tools have just produced a 53" wide roller cabinet with 12 regular size drawers and one full width drawer. It will be available either as an empty roller cabinet or a complete 666-piece tool kit.

Teng Tools make a wide range of tool kits and boxes to suit all needs. Details can be found by phoning Toolstars UK on 01525 711500. Alternatively visit their website at www.toolstars.co.uk for further information.

DESIGN A HELMET COMPETITION

The deadline for the 'design your own helmet' competition, which appeared in TAG 41, has been extended till 20 August, so there is still time to get your entries in. Send your design ideas either by post or email to TAG Helmet competition, PO Box 99, Horncastle, Lincs LN9 6LZ.

New Funline tyre range

BFGoodrich has launched a new Funline scooter tyre. Funline tyres feature a high-grip tread compound and a semi-slick tread pattern which offers excellent grip on wet and dry roads. This (combined with a profile similar to sportsbike tyres) ensures secure and predictable handling characteristics – essential for avoiding potholes and daydreaming car drivers.

The tyres are currently available in four sizes: 120/70-12 51L TL, 130/70-12 56L TL, 130/60-13 53L TL and 140/60-13 56L TL. Two further sizes are due in September.

For further information on fitments and your nearest BFGoodrich dealer phone: 0207 6200101, 0121 772 4517 or 0115 946 2991.

Ed's note: VE (UK) has kindly donated a set of Funline tyres to test, plus a set to give away in a future competition. Watch out for this in a future issue.



Protection for vulnerable parts

Enginewise, the corrosion specialists, have launched a new product to protect chrome fittings. ChromeGuard is claimed to even be effective on rolled and wired edges which are notoriously vulnerable to corrosion.

ChromeGuard is a water-repelling gel which is rubbed onto chromed surfaces where it forms a thin, almost colourless protective film with what is claimed to be self-repairing qualities.

It comes in two sizes: a 100g tin and a 250g plastic pot which are priced at £5.95 and £10.95 respectively, both inclusive of p&p. Visit the Enginewise website at www.enginewise.co.uk or phone 01472 347400 for further information.

Thatcham approved alarm lock

For those riders wanting extra security the latest Boss alarm lock from Oxford Products is their strongest lock yet. With the latest semi-elliptical key technology it has been five-minute attack tested and approved under the Thatcham vehicle security system, making it a favourite with insurers. With its 100 decibel alarm module you couldn't fail to notice that it had been activated making it a very noisy audible deterrent. It is suitable for use under a varying range of weather conditions and is water, vibration, frost and heat proof for use in all seasons.

Coming complete with batteries (replacement ones available at £3.99), minder cable and carry pouch, it can be used as either a disc lock or a chain lock (Oxford do a compatible range with prices from £129.99 to £179.99).

At a price of £59.99, the Boss alarm disc lock is worth its financial investment, Call 0870 990 9620 or visit www.oxprod.com to order or for further information.



Roush diesel quad enters production

The latest Roush Diesel Quad Bike will enter full commercial production early in 2006. The twin cylinder 686cc, naturally-aspirated Lombardini engine is matched to a Roush design transmission, mated to an IBC Constant Velocity Transmission (CVT) system, giving the machine controllability and driveability.

Front and rear rack payloads are retained – over 45kg on the front – and more than 90kg on the rear. In addition, it can handle towed gross trailer loads of up to 500kg. The range of planned variants has also been extended to include fully road-legal homologated units and a longer wheel base two-seater option.

The Arctic Cat chassis incorporates a number of features, including 330mm of ground clearance and 250mm of 'ground-following' suspension travel. Spring pre-load adjustment enables the rider to select settings to suit load or operating conditions.

For further information contact Roush Technologies Ltd, Prospect Way, Hutton, Brentwood, Essex CM13 1XA. Tel. 01277 261400. Website: www.roush.co.uk

RUNNING ON EMPTY

Have you ever ridden a long way on reserve tank? It's all too easy to forget to fill up and then suffer that familiar stutter associated with the last of the fuel leaving the tank. If you are ever in this situation and need to walk to a petrol station for a can of fuel, do you give any thought to the fact that leaving your machine unattended is an open invitation to thieves? It has been reported that some unlucky riders have left their machine for less than an hour – only to find it missing when you return.

Bikesure's Breakdown policy offers you a solution in the form of a 24-hour roadside assistance recovery service that even comes to rescue when you run out of fuel and without you having to leave your bike.

For more details on this and other Bikesure policies visit www.bikesure.co.uk or email bikesure@adrianflux.co.uk or you can also phone them on 0800 089 2000.



Peugeot clothing deal

Peugeot have put together a great Speedfight branded clothing package. For the exceedingly good value price of just £10.50 you can get a baseball cap, T-shirt and a choice of zip-up or pullover-style lightweight anorak for your wardrobe. See or call your local Peugeot dealer for details.

Low casualty figures

The Motor Cycle Industry Association has welcomed the news that bike user casualties are at their lowest levels since 1998, according to statistics released by the Department for Transport.

Over the last year there has been a 10 per cent reduction in the number of motorcycle casualties. The number seriously injured has reduced by 13 per cent and the number killed has decreased by 16 per cent.

By contrast, the number of miles travelled by motorcyclists has risen each year and the figure is now 37 per cent

higher than they were in 2003, showing that motorcycling is getting safer mile by mile.

The MCI is launching its updated 19 Point Safety Strategy which has formed the backbone of the last three years' work to improve motorcycle safety. It announced that it had completed all of its actions and was only unsuccessful where there was lack of government intervention and support. This demonstrates that it is possible to reduce the number of motorcycle casualties, but it will only be achieved by working in partnership.

Latest accessories

Shown here are just a few of the latest trick accessories available from VE (UK) dealers. Visit VE (UK) at their website at www.ve-uk.com for further information. You can also email them at sales@ve-uk.com

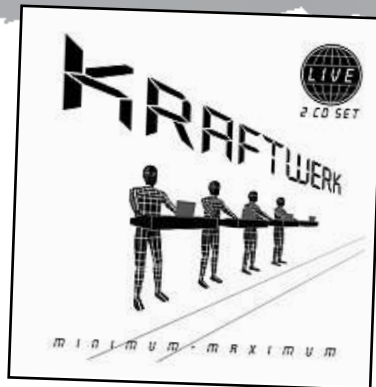


playtime

**MUSIC,
GAMES,
DVDs -
you'll find
them
reviewed
here**

MUSIC

KRAFTWERK – MINIMUM-MAXIMUM (EMI)
NME dismissed them as 'weird Germans'. Never mind the weirdness, dance music wouldn't be where it is today if it wasn't for these guys. *Minimum-Maximum* is a double album (two CDs or four heavyweight LPs) of Kraftwerk's finest live efforts. By this point in their career, Kraftwerk have got their live performances down to a fine art. Every track tweaked and tuned to perfection. Not a single bleep out of place, apart from on *Numbers* where things seem to go a bit crazy. In all



honesty, the same tunes, classic though they are, are getting a little tiresome now. About time we heard something new from the Kling Klang studio. **PR**

JAMIROQUAI – DYNAMITE

Once again Jay Kay is back with his sixth album offering. This album has familiar Jamiroquai tang to it. The 70 beats and grooves you hear so often have once again been sampled and turned into an album that's as fresh and funky as *Emergency on Planet Earth* but now of course made by millionaire Jay who now lives in a Buckinghamshire Manor and not a squat where he first



signed his record deal back in 1993! Has fame and fortune gone to his head? NO, not one to rest on his laurels he spent the best part of four years creating this helping of funk! I'm not going to bore you with track-by-track listings, this would be futile, as this album speaks for itself in volumes. (*Level 10* is the best in my opinion) It makes me reminisce of long, hot summer days listening to Jamiroquai's *Travelling Without Moving* album when a friend and I cruised round Cornwall in a busted ass Ford Escort thinking we were the coolest things since sliced bread. If you haven't heard track one *Feels Just Like It Should* you will definitely have it stuck in your head for a good few weeks!

So what should you put on your I-pod/House stereo? Definitely this album. Be prepared for some amazing Jamiroquai aural hits throughout the year. *Dynamite* is out now on the SONY/BMG Label **Joe Brown**

FAITHLESS – FOREVER FAITHLESS

This brilliant greatest hits collection from multi-instrumentalist Sister Bliss and lyricist Maxi Jazz contains the best tracks of their ten-year career, having sold 20-million albums worldwide as long-time leaders of the popular dance scene.

The renowned dance music veterans have delivered a flashback mix of head-nodding pop-trance and inspirational lyrics which will have even the older generation up on the dance floor for a boogie.

Panning their greatest tracks from the classics *Salva Mea* and *Insomnia* to the more recent *God is a DJ* and *Mass Destruction*, this is one of those rare albums that promotes a sudden realism of just how many influential tracks a small UK dance group can produce.



Forever Faithless is both a sure-win party album and inspirational relaxation tape, and if new releases were rated in class this one would drive a Bentley and have its own yacht. Pure gold – an essential purchase. **Matt Cross**

THE SUBWAYS – YOUNG FOR ETERNITY

Has anything good ever happened in Welwyn Garden City? Has anything good ever come out of Welwyn Garden City? In fact, where the hell is Welwyn Garden City?

The Subways know, for it is the place of their conception. It must be dull, as lead singer Billy had enough time to teach his girlfriend bass, his brother drums, and write a shed load of songs good enough to win a battle of the bands contest and a slot at Glastonbury.

No wonder their debut album had been tipped for greatness, even before release.

The new single *Rock and Roll Queen* gives a good taste of what's in store, an album full of loud, lively and sunny rock gems, just waiting to lodge themselves in your frontal lobe.

Holiday is a straightforward pogo-fest, *Mary* will have you singing along before you've even learnt the words and the title track, *Young For Eternity*, is ironically the grandest thing on offer.

The naivety of it all may bring out the cynic is some, but this album is not meant for them, it is for the youth, the mischievous and all those stuck in Welwyn Garden City. **Neal B**



RÖYKSOPP – THE UNDERSTANDING (Wall Of Sound)

Following their critically-acclaimed debut album *Melody AM*, the Norwegian duo Svein and Torbjørn, are back with their most accomplished work yet. The first track, *Triumphant* sets the scene for the rest of the set with its emotional Enoesque ambience. For the most part *Understanding* is suave, highly-charged electronic pop. *What Else Is There?* is a little, shall we say 'Eurovision'...

Thankfully *Circuit Breaker* brings back the balance with a punchy rhythm, a funky bass line and some lush vocals from new vocalist Kate Havnevik towards the end of the track. Sublime. **PR**

DOGS – TURN AGAINST THIS LAND

Dogs are another band to add to the list of promising talent

that has broken through this year. *Turn Against This Land* is the debut offering from this five-piece, straight down the line, balls out, rock and roll act. Some of you may already be familiar with the singles *Tuned to different station* and *She's got a reason*. Other stand-out tracks include *Heading for an early grave*, *Selfish ways* and outstanding debut single *London Bridge*.

Production on *Turn Against This Land* is very raw which complements Dogs' early sound, reminiscent of The Clash (*London Calling* era) at times, but this is certainly no retro punk throwback, this is The Dogs! **Tezza**



GAMES

KILLER 7 (Gamecube/ps2)

The truth is that I probably shouldn't like *Killer 7*. It breaks the number one rule in game design, which is to put gameplay before everything else. The game screams presentation from beginning to end and it's the game's totally out of control storyline, complemented by a cast of oddball characters that makes the overall experience so bonkers. The adventure oozes style, thanks in large to a wholly unique cel-shaded graphic technique that successfully blends the traditionally cartoon-like

approach with very adult themes, as there's lots of gory bloody death on display here. And major swearing. Kids should not play *Killer 7*. The storyline dabbles in terrorism, viruses, the illegal trafficking of children, the sale of harvested human organs, schizophrenia, and more. Capcom has not pulled any punches in



order to appease parents. The game is brutal. During cut-scenes, characters point-blank shoot innocent victims directly in their shocked faces, spraying blood in every direction. Heads are exploded and decapitated. Body parts fly in every direction. Just about every character has something eye-poppingly profane to say –

sometimes with racial implications. And there are cinematics that feature full-blown sex sequences. Nice. A cult game in the making. **Battlechasers**

SID MEIER'S PIRATES! (Xbox)

Arrrrrggh, swash my buckle, and all that pirate balls... Hold on... a good game – with pirates? I approached a game about pirates with caution, not my cup of tea. But I couldn't put it down once I stopped. Sign of a good game. By the time I had rung work and gave an excuse for my third consecutive day off sick, I knew something was wrong. Sid Meier's *Pirates* is a must-have Xbox game. It's that simple. This 'adventure' game comprises a little bit of strategy, touches of RPG, it's



got fighting and collecting and it's designed in an ingenious way so that the goals, economy and mini-games, all tie into, bolster, and support one another. There is very little violence, no blood, sex, or swearing. In fact, nobody actually utters one single word. Everyone speaks a kind of

Sim-ish, a nonsensical language that sounds like language from a distance, but is really just purposeful gibberish. So, it's good clean summer gaming.

Unlike any game that you have played before, *Pirates* will haul you in, hog-tie you, and throw you off the plank in such a way that it makes your girlfriend leave you after the 18th 12-hour stint of gaming.

Addictive isn't the word.

Battlechasers

AREA 51 (PC, PS2, Xbox®)

Brought to you by the people behind *Mortal Kombat*, ie Midway, *Area 51* is set in, you guessed it, the famous US military facility. Stan Winston the renowned creature designer contributed to *Area 51*'s intrigue by creating artwork for some of the disturbing alien characters and mutations featured in the game. Considering that the PS2 is now somewhat



dated technology-wise, Midway have done a good job taking into account the limitations of this platform, so this is a good action-packed first person shooter (FPS) with a load of weapons and gadgets to assist you as you progress. Hardcore FPS gamers should go for the PC version for faster and slicker gameplay thanks to the latest graphics cards. With some additional voice talent from the likes of David Duchovny, Powers Boothe and Marilyn Manson, you can tell that Midway have put a lot into this game, even though the acting's a bit sketchy. Overall, a bit different from the original coin-up game, but a decent FPS nonetheless.

PR

FILMS

CONSTANTINE

God and the Devil, Heaven and Hell, I tend to be a bit sceptical of this sort of thing. It's not that I worry about which way I'm going – although if I think about it I can feel my feet getting hot. It's more that I can't remember the last time a film of this type was done well.



Based on a British comic, *Constantine* was originally a cynical scouser who looked like Sting, Keanu Reeves was the obvious choice for the lead then!

The setting has also shifted to a modern day grimy LA. The film doesn't suffer from these changes, although I found myself wondering if Reeves was cast simply because he looks the part.

He makes a decent job of it however, moody and abrasive when necessary, Rachael Weisz is less convincing, but it's Gavin Rossdale (of rock group Bush) who steals the show as the mysterious Balthazar.

The plot just about holds up and some stunning special effects make this a visual treat. Don't go into it with too many questions and you will be thoroughly entertained, just don't expect something of Biblical proportions.

Neal B

LAND OF THE DEAD

I like the original 70s *Dawn of the Dead* film a lot. I must have seen it over 90 times, so I guess you could say I'm a fan. Following on from where *Dawn* left off, our zombie friends have evolved. They can almost think and behave as a pack. The remaining humans have survived in one of the few untouched cities where human greed is still evident. The rich live in tower blocks, the poor in slums. And there's a big ass truck called 'Dead Reckoning' which evens the score out between the two sides.

George Romero's first zombie film in 20 years reminds us all of why he is the undisputed master of the genre, and puts other recent zombie films to shame. Boasting the same level of gore and social commentary as his other *Dead* films, and the best performances of the series yet, *Land of the Dead* is exactly the modern horror classic that



Romero fans have been waiting for. But those familiar with Romero's work know that doesn't mean they're in for a Michael Moore-style social documentary. The horror show is still the main attraction, and *Land of the Dead* delivers the goods in harrowing, bloody heaps. Also see if you can spot guest appearances from Simon Pegg and Nick Frost from *Shaun of the Dead* who make cameos at the 'have your photo taken with a zombie' stand.

Two thumbs up from me.

Battlechasers

Letters

Email your correspondence to letters@twistngo.com or write to us at TAG Letters, TAG MAG, PO Box 99, Horncastle, Lincs LN9 6LZ.

Owing to the amount of mail received we cannot print every one and reserve the right to edit those published. Sadly, we don't have the time or personnel to reply to mail in person.

T-Max is tops

Just had my new T-Max, what a top piece of kit – comfort and power, what else do you need? The best thing about it though has got to be at traffic lights, the boy racers in their Corsas and Citroens, full-blown noisy exhaust, go-faster seats and fin on the back to keep it on the ground with all that power! They pull up beside me and start laughing and pointing at the T-Max. Lights change... they gun it... I give them ten feet, then let it rip, well, the look on the little boys' faces as I leave them for dead, what a picture. They always slow down as if they weren't even trying. I love it, a 44-year-old bloke giving it what for.

PS: Can we have more pictures of Marlene from South Africa?

Dale, Via email

Stonkin'

What a stonkingly good mag, due to the new look, although my wife had trouble finding it on the shelf and had to ask for assistance.

This new look now fits the slot for me exactly. I was consigned to the scrap heap nine years ago, having lost my left leg in an accident. I was thereby presented with the choice of 'twist and go' vehicles (which I knew little of) and British bikes (of which I have had many in the past, but was never enamoured by the oily puddles which usually went with them). I have to say that I never identified myself with scooters per se, neither had I the mobility to try ordinary bikes with a view to 'special adaptations'. Consequently, I am now the proud owner of (apparently) the only Benelli Velvet 250 in the British Isles.

Anyway, back to the mag. The contents are balanced and informative, also lively and tasteful. The editorial content and quality of printing is first class throughout and although I am by modern standards a 'wrinkly', I can still appreciate the female form. Tasteful cheesecake will always sell wherever there are people with good taste out there with money in their pockets and despite salacious rumours to the contrary, women seem to appreciate them also – and this includes my missus, who is pretty tasty herself (I might even tempt her to pose on the Benelli, who knows?) The cover girl on this issue (Phillipa) is quite simply one of the best looking ladies I have seen in print.

While not my own passion and I can see the necessity to include quads and suchlike. Perhaps one day I shall need one myself. **Glyn 'monopod' Davis, Grimsby**

Best buy

I think I've just purchased the best bargain ever, a brand-new Malaguti 400 Madison OTR for £2200 and delivered to my door! What a fantastic, gorgeous-looking bike it is too. I haven't been as excited about getting a new bike for several years and that includes motorbikes as well.

I've went out for my first proper ride yesterday, about 50 miles, and was very impressed though I admit it's the largest scooter I've ever ridden so I can't compare it with the likes of a 400 Burger or 400 Majesty, but at this price it must surely overcome any short comings it may or may not have compared with a new Burger and Majesty.

WIN A BOSS ALARM LOCK

This is your opportunity to win an alarm lock (worth £59.99) courtesy of Oxford Products.

The Boss alarm (as reported in TAG 43) is the latest in technology and has been five-minute attack tested and approved under the Thatcham vehicle security system. Its 100-decibel alarm module means you couldn't fail to notice that it had been activated. It is suitable for use under a varying range of weather conditions and is water, vibration, frost and heatproof for use in all seasons. Visit the Oxford Products website at www.oxprod.com for more information on this and related accessories like chains and anchor locks.

We are giving one of these away for what we consider to be the best readers' letter we publish, so don't miss out.

Send your letter in to us today: TAG letters, PO Box 99, Horncastle, Lincs LN9 6LZ



Too good to be true?

I have seen 50cc scooters on website www.relcol.com priced £798 on the road. The firm that sells them are based near Blackpool. These scooters are Chinese imports manufactured by Jinlun. Have you had much feedback about these as the price seems too good to be true!

I would appreciate your expert opinion.

Mark Cleary

What you need to be careful about is backup service and spares. Without a national dealer network, where do you get the scooter serviced and where do you get spare parts from? Also watch out for a warranty that tells you that you can get work done by any local dealer. What this means is that you have to pay the dealer first and then argue the toss with the importer as to what they are willing to pay for.

We've heard lots of horror stories about a few companies selling scooters in this way, so you pay your money and take your chance should you decide to do this. If you visit our What Scooter website at www.whatscooter.com you can search for a scooter by make, price or cc. Here you will find a selection of other similarly priced machines – like the Peugeot Ludix at £799 for instance.

Custom jobbie

Please could you help me? In TAG 40 you featured an article with a Gilera. The owner had a helmet on which looked like a skull. Do you know where one of these could be bought and the name of it coz I think it was great.

Kev Arnold, via email

The paintwork on Darren Grant's helmet was done by the same firm that sprayed his Runner – airbrushantics.com (07909 965000). However, you still have time to enter TAG's 'design a helmet' competition, which originally appeared in issue 41, and win a design to your own specification.



World Class Pedigree



Speedfight



TKR



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307 WRC

Form is temporary but class is forever as Peugeot continues to show in the diversity of its success in World Rallying and the popularity of its award-winning twist-and-go scooters.

Peugeot's new JetForce joins TKR and Speedfight, the UK's top-selling scooter of the modern era, in stunning new World Rally Car livery.

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Speedfight '307 WRC' 100:	£1,999 OTR

For your nearest authorised Peugeot dealer:

www.peugeotmoto.co.uk

01202 823344



ontrial

Vespa

125 LX



Pics Stevie P



The press release states, "Its compact steel body, which guarantees strength and durability, together with the engine performance offers an incredible easy handling that sets the Vespa LX in a category of its own."

Well I can agree the LX is in a category all of its very own. There I was flat out at 59mph, travelling slightly downhill and just about to flick through a second corner in a set of S bends near the TAG office when it decided to have a female moment and start arguing. The poor old scoot bucked and weaved its way around the latter part of the bend and only just stayed on the grey stuff as we made our way, rodeo style, through a sea of green and ever so slippery surrounding terrain. Stevie P, following in the camera car, thought I was messing about as usual.

But no, this was not rider-induced error. The 'compact steel body' may well be a very strong and sturdy thing, but it is the front end with its traditional Vespa trailing link suspension that appeared to be the root cause of my near off-road moment; and along with



its similarly flappable mate – the rear swing arm – simply wasn't up to the task of keeping the wheels inline when leant over at speed. Not that this is the intended LX territory. The scoot has been designed to sit on outside a coffee bar in a quiet little town centre, or at a push, making a nuisance of yourself with a short-skirted girl sat on the pillion as you weave in and out of the rush hour traffic, not knee down, corner hustling!

That apart however and back in its natural habitat the Vespa never mentioned its slip-up again. Around town it is a nice little scoot if nice is your thing. It isn't fast, either off the mark or top speed wise, limiting its travelling radius to within the confines of a large city, or perhaps a lazy no rush ride to the nearest village. The LX is better than the Vespa ET it replaces and praise must be heaped upon the boys back at the factory for the improvements made to this design.

A sizable front glove box is matched by a similarly capacious underseat area, while the extensive Vespa accessories catalogue includes several top boxes and racks to enable a useful increase in the internal load carrying capacity. Low down on the right-hand side of the machine is a handy thick steel loop enabling the LX to be firmly anchored by a chain to a post or railing ensuring that it will still be where you left it when you return.

Aesthetically, the LX is pleasing to the eye being a complete throwback style-wise to the great days of the Vespa scooter. Little touches of chrome here and there add to the proceedings, although I'm still not too sure about the suede-effect seat. While the headlight design could easily have been taken from a scooter 30 years older, the dash is an all together more modern looking affair – albeit it with a huge analogue speedo dial dominating the proceedings. The information that the



dash relays is both clear and comprehensive from oil level and indicator warning lights to main beam and immobiliser warning lights – even a digital clock all hidden away in the large clear dial. Finishing off the handlebar area is a pair of large and clear rear view mirrors giving a good unrestricted look at the world behind you.

The throwback styling continues all the way from the front of the scoot down along the foot panels and bulbous engine covers before finishing off with a true 60s rear





end. The chrome trim that surrounds the indicators and stubby rear light really look the part and completes the authentic look of the original two-stroke Vespa. The comfy seat is large enough for two and even includes a well placed grab handle to help the pillion stay put – not that the bike is going to throw

them around too much when the lights change.

In use the scoot is a solid feeling machine that stops and steers adequately for around town riding. It isn't the fastest away from the lights as armed with only 10bhp it is never going to challenge more powerful and lighter machinery, so don't buy one thinking you are going to win the city centre GP. The extra weight that the mainly steel bodywork creates adds to the lack of horses to hold the bike back in the acceleration stakes as well as giving the brakes a hard time when the call comes for them to step in and do some work. The twin piston front brake caliper has great initial bite making the flimsy front suspension collapse at the merest hint of stopping and the braking sensation is sustained all the way down to a standstill it is just the heavy chassis that lengthens the process a tad.

To sum up, the LX isn't an open road mile-muncher – or if it is just don't go too fast around the twisty stuff. It doesn't like it and will make this known quite clearly. What the 125LX does achieve however is a faithful recreation of the classic Vespa looks and style while still feeling modern and reliable. The four-stroke 'Leader' engine, while bucking the true Vespa tradition of sounding like an insect on acid (Vespa is Italian for wasp!), pushes the scoot around busy, congested streets effortlessly if not that speedily.

CP

Vital stats

Engine:	Single-cylinder air-cooled four-stroke sohc two valves. Two way catalytic converter
Capacity:	124cc
Bore Stroke:	57mm x 48.6mm
Power:	10.3bhp @ 8000rpm
Torque:	7ft-lb @ 6000rpm
Transmission:	CVT
Starter:	Electric and kick
Frame:	Sheet steel semi monocoque
Suspension:	<i>Front:</i> Trailing link single shock absorber <i>Rear:</i> Oil damped single shock adjustable for spring pre load
Front brake:	200mm disc twin opposed piston caliper
Rear brake:	110mm single leading shoe drum
Front wheel:	110/70 x 11
Rear wheel:	120/70 x 10
Length:	1800mm
Width:	740mm
Wheelbase:	1280mm
Dry weight:	110kg
Fuel capacity:	8.6 litres
Colours:	White Diamond, Excalibur Silver, Plum, Black Graphite and Dragon Red
RRP:	£2399
Contact:	www.uk.vespa.com Tel. 0800 203010 (brochure hotline)



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*Price includes manufacturers delivery, pre-delivery inspection, 12 months vehicle excise duty, petrol, number plate, first registration fee of £38 & VAT at 17.5% Finance / insurance subject to status, written quotations available on request. E&OE.

Area 51

Words by Paul 'MIB' Robinson

Photos by Jeroen van Grinsven

....Area 51 is more commonly known throughout the world as the secret US military base famous

for its conspiracy theories, UFO sightings and all that... Jeroen van Grinsven, who lives in Schijndel in the Netherlands, took his inspiration, not from aliens or flying saucers, but from the work of other humans: custom scooter builders.



Spot the cunning aerial installation for detecting incoming UFOs.

POWER MULTIPLIED

By default, the Area 51 possesses the same Minarelli horizontal cylinder engine as the Yamaha Aerox, Aprilia SR, Malaguti Firefox et al and therefore it's tuneable, thanks to an abundance of after-market tuning parts. Initially Jeroen opted for a Polini Evolution 50cc kit but found that it wasn't quite swift enough, so he fitted a Polini Evo 70 kit and managed to hit 19hp, thanks to other tuning mods along with some additional work by Joost Albers at 3BR Tuning, Rotterdam.

Jeroen has since replaced the Polini kit with a Malossi MHR Speed 70, which he hopes will enable the scooter to hit the 20hp-mark with the help of Van Der Kruijs Euroscoters in Oosterwijk.

As Area 51s are liquid-cooled, the standard radiator wasn't quite up to the job of keeping the tuned 70 kit cool, so a bigger radiator (the heating radiator used in a Jaguar car) has been fitted in place of the original one. In order to accommodate the bigger carb and the exhaust, Jeroen had to cut away part of the bodywork along with a section of the sub-frame. The bulky, 11.5-litre petrol tank had to go, too, and was replaced with a much smaller fuel tank from a go-kart (an easy choice considering that Jeroen works at a kart shop).

Visual refinements include the removal of the bulky LCD dash. In its place sits a trick TNT handlebar set-up complete with a Sigma digital speedo and AIM rev counter and temp gauge. You'll notice that all the indicators have been done away with, too, and the holes replaced with mesh – a popular European custom scooter mod.



Quick! Move the scooter!
A train's coming!



The steel tube at the rear is for mounting the bike on a paddock stand (in case you were wondering).

Part of the bodywork had to be cut away to accommodate the beefy 28mm KOSO carb.



Overall cost of the project thus far currently stands at around £5000 (£3317 at the current exchange rate) and took a full year to complete. During that time the rims took three months to paint and many an hour was spent working on the polished parts. Jeroen painted the body panels himself and did all the polishing; the front swing arm took 10 hours alone so you can work out the number of hours the lad's put in. The hardest part of the project, he says, was the front mono suspension, which involved fitting a Peugeot Speedfight shocker. Jeroen found this to be better than the Aprilia one.

N-N-N-N-NINETEEN

Jeroen's only 19 so he's still got plenty of happy scootering years ahead of him. One of his favourite meets so far was 'Speelmansplaten', a scooter gathering at Zeeland, in the southern part of Holland (where approximately 300 scooters could be found along with 1000 people). His worst scooter memory was an accident which involved the front brake caliper clamping itself between the rim and the brake disc, thus causing the front wheel to lock up. Jeroen went down for a spot of Tarmac-surfing, along with the scoot. The right-hand side ended up looking a total mess – 'my whole knee, hip and elbow were open wounds,' he says. The incident inevitably meant that the machine ended up getting modified to the stage it's at now. I think he got a bit carried away doing the repair work, don't you?

As the project is now deemed finished, Jeroen already has another on the go, another nifty 50 and this time it's the stuntable Yamaha Slider. As for Area 51, Jeroen plans to do as much racing as possible at legal meets, along with taking the scoot out for a quick spin round the block (for some testing, of course).

VITAL STATS APRILIA AREA 51

Top speed: 140kph (86.9mph)
Cruising speed: Approx 120 kph (74.56mph)
Power output: 20hp

TUNING

Engine: Malossi MHR Speed aluminium 70cc cylinder kit (JS tuned), Power1 crank shaft, 28mm KOSO carb + Polini Evolution carb manifold, Yasuni C21 Exhaust, Polini Evolution inner rotor ignition
Transmission: Polini Overrange transmission kit, Malossi 13/44 gear, Malossi Delta clutch, Malossi Wing clutch bell

HANDLING

Suspension: Forza
Braking: Braking wavy disc
Tyres: Bridgestone ML50

STYLING

Paintwork: By owner
Other stuff: TNT handlebar, Hebo fat bar, Renthal grips, Yamaha Aerox brake levers, Sigma speedo, AIM temperature gauge and rev counter, car heating radiator, custom-made stickers, lots of polishing (by owner), Buzetti side-stand, reupholstered white leather seat

THANKS TO

3BR tuning; Scooter-freaks.nl; Scoortuning.net; my Dad



The Europeans go for rides in the strangest of places...

RIDER PROFILE

Owner: Jeroen van Grinsven
Age: 19
Location: Schijndel, The Netherlands
Occupation: Student

So, do you think extraterrestrial life exists on other planets?

"It's nice to see people make stuff up all because of a mirage."

Er, right... So you're saying it's all a conspiracy, then?

"It's like Chinese Whispers. The pattern of alternating translation is a hilarious and wonderful thing."



A Pug Speedfight shock absorber has been fitted to the polished front swing-arm.

Given the name Area 51, one can only read into why Aprilia named it after the infamous US military base in the first place. 'Space age design' or some other marketing spiel, I guess. Do aliens really exist? Who knows, perhaps Bob Lazar could give us the answer to that. The truth, once again, is out there...



Out with the bulky-LCD dash, in with the funky handlebars. Yay!

ANY OLD IRON?

Words and photos: Iggy

TWO-STROKE PIPES SCRAP IT OUT



OK folks, better late than never I suppose. We should have done the first part of this exhaust test in last month's TAG, but an unusual display of NHS competence saw me having my tonsils ripped out just before our deadline. Thanks for all the get well cards and gifts though! Anyway, back to the plot. It's been harder to get the pipes needed for this test than I could have imagined, which means it's not the most comprehensive comparison we've ever done. A few unseasonably warm sunny days helped kick-start the hibernating scooter market back into life; the knock-on effect caught a few importers and manufacturers with their pants down. They'd not been expecting a sudden sales boom and stocks were running low, so the remaining exhausts (and other goodies) have been selling out faster than an ice cream van in the desert.

Not to be outdone though, we managed to borrow a few second-hand systems to help make the numbers up, (hence the title). Any pipes that aren't included were either unavailable, obsolete or the manufacturers didn't want to be involved – so you'll have to make your own minds up about their systems...

The test

First things first, the bike we used for all the Dyno runs was a completely bog standard, five-year-old Italjet Dragster 125. Most performance exhausts have been designed for use on tuned engines so, to get the most out of them, you really need to be spending some cash on fitting a kit and setting the transmission up to suit your own particular engine. If you're just trying to improve the looks and sound of your scoot and maybe gain a bit of power in certain areas then just fitting a pipe will do the job though. Apart from the standard exhaust all the pipes we tested this month don't carry an 'e' mark so are not road legal.

Understanding the graphs

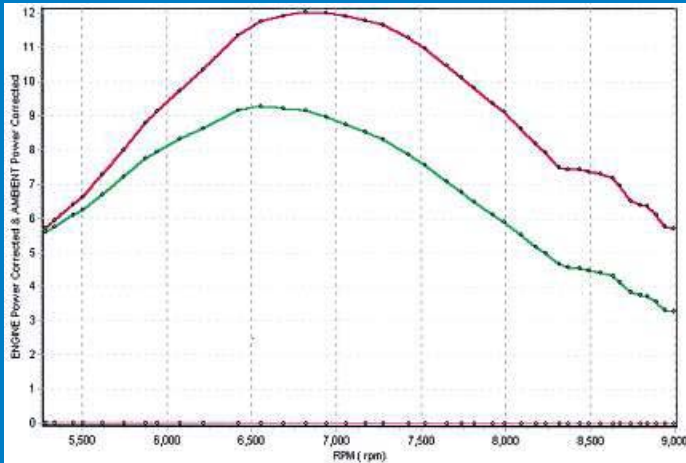
As well as the usual horsepower figure (shown by the red line) the graphs also show how much torque is being produced (shown by the green line). The higher the torque figure the better. Higher torque helps your scooter to pull away faster and also to power out of corners. High horsepower keeps the scooter accelerating and gives it a higher top end. Just as important as the power figures though are what the curves look like, and where the peaks are. An engine might have a high horsepower peak at high revs and a graph that looks like the side of Everest. This means that in order to take advantage of the high horsepower, the rider must keep the engine at high revs. Ideally an engine will produce plenty of torque and horsepower somewhere in the middle of the rev range and hold onto the power for as long as possible. The exhaust is a critical component in a two-stroke engine and needs to be able to work well to harness both forces effectively.

You may notice that the graphs look a little different to the usual ones we use and I'll try to explain why. If you look at most geared bike or scooter dyno charts they are

usually done as a third gear 'roll on' where the bike is held in third gear for the duration of the run to see where peak power and the spread of power is made. The spread of power is an imaginary line drawn across the graph 500rpm below either side of the peak; if it drops off steeply either side of the peak it'll give you a smaller spread than if it drops off gradually. A geared scooter exhaust is designed to spread the power according to gear ratios, for example a short power band on a peaky exhaust means you'll need to run a close ratio gear box to get the most from the engine. Many tuned Vespa owners will be familiar with using a T5 fourth gear to alter the ratios in a P200 motor, which helps the scooter to pull better. With autos

it's a bit different because the rollers (if set up properly) should keep the revs where the power is made. That's why it's important to set the scooter up to suit an individual pipe. Most auto exhausts will only have a narrow power band, so we fixed the pulley system to stop the scooter reaching the top of its gearing, which gives us the equivalent result to a third gear roll on, clever stuff. The duration of the dyno runs are also an important indicator of how the scooter will perform on the road (or track) the quicker the better. All the aftermarket systems were compared to the chart produced by the standard exhaust in graph one.

Still confused? You should try explaining it!



Price: FREE! (ish)
Speed: 45mph @ 8992rpm
Power: 12hp @ 6818rpm
Torque: 9ft-lb @ 6558rpm

Noise levels: 90db at tickover,
108db at full thrash
Duration of run:
5.818 seconds

She's a beauty, yep, the standard exhaust is big, heavy and quiet but it works very well. If you're not too bothered about looking cool and sounding mean then the original system can't really be faulted. It'll last forever and a quick coat of heat resistant paint will keep it looking this good throughout the harshest of British winters. As is often the case the original pipe takes some beating and it'll perform well throughout the rev range. Performance or aftermarket systems (on a standard engine) will often shine in one area (pull-off for instance) but will lack mid-range grunt or top end power and the engine will often need setting up to make the best of them. This system will pull like a 40-year-old divorcee on her first night out, but it won't look very pretty in the cold light of day!



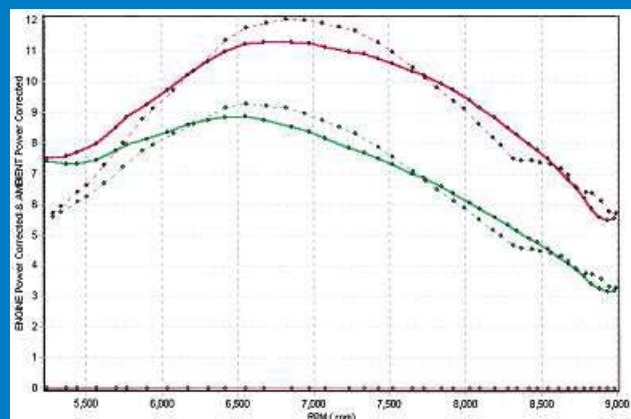
Kundo rapid

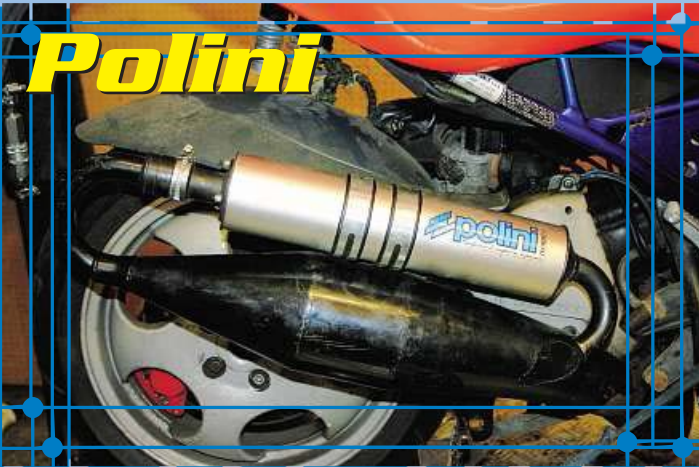


The Kundo looks and sounds much nicer than the original system and still manages to record the same decibel figure as well. The Kundo has a race-style lacquered finish (which looks nice until it's burnt off, so be prepared to paint it to stop the rust) and a carbon-effect muffler; it seems to be well constructed as well. You can simply bolt it on and ride away. No need to mess about with jetting or rollers. Peak power was down a bit on this one, but the duration was slightly quicker and it still pulled 9lb of torque. The Kundo held onto its power quite well with a spread of around 1000rpm. It also keeps a bit more power on the over rev.

Price: £140.92
Speed: 45mph @ 6855rpm
Power: 11.3hp @ 6855rpm
Torque: 9ft-lb @ 6549rpm

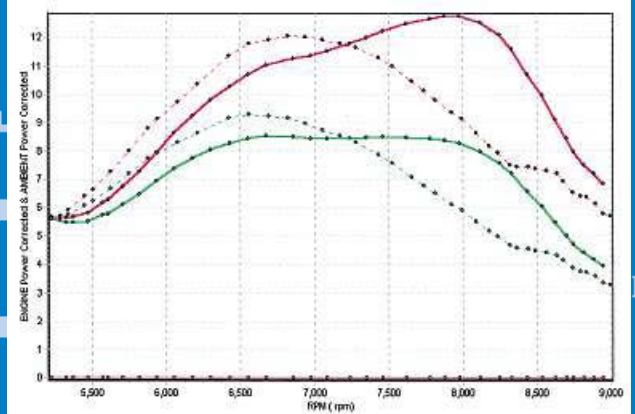
Noise levels: 90db at tickover
108db at full thrash
Duration of run:
5.703 seconds





Price: £273.19
 Speed: 45 @ 8944rpm
 Power: 12.7hp @ 7877rpm
 Torque: 9ft-lb @ 6675rpm

Noise levels: 89db at tickover,
 111db at full thrash
 Duration of run:
 5.173 seconds

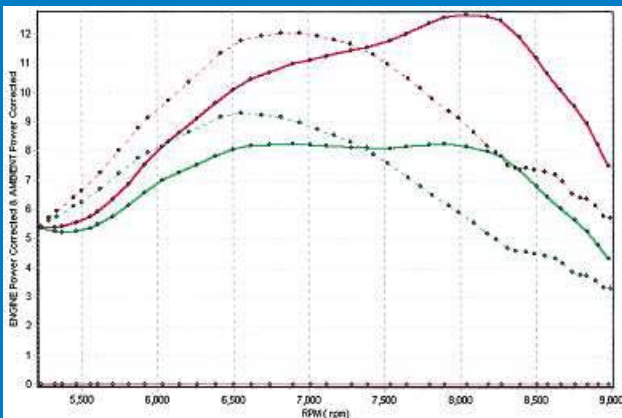


The Polini was the first of our second-hand exhausts and considering it's been used and abused on the roads for a while it doesn't look too bad. The long muffler on this one helps to keep the noise down a bit, so it should help you to avoid any unwanted attention. The horsepower was up on this pipe and it allowed the engine to rev on much longer, with a spread of around 700rpm. Torque was a little bit down on the standard exhaust until around 7500rpm where it manages to hold onto it. This pipe would benefit from being set up properly, rather than just bolting it on and would work best with a tuned motor. Not a cheap exhaust but it works.

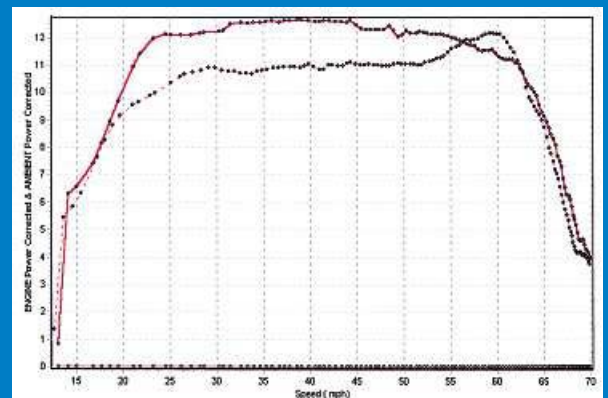


Price: £343.69
 Speed: 45mph @ 8977rpm
 Power: 12.7hp @ 8041rpm
 Torque: 8ft-lb @ 6898rpm

Noise levels: 92db at tickover,
 114db at full thrash
 Duration of run:
 5.231 seconds



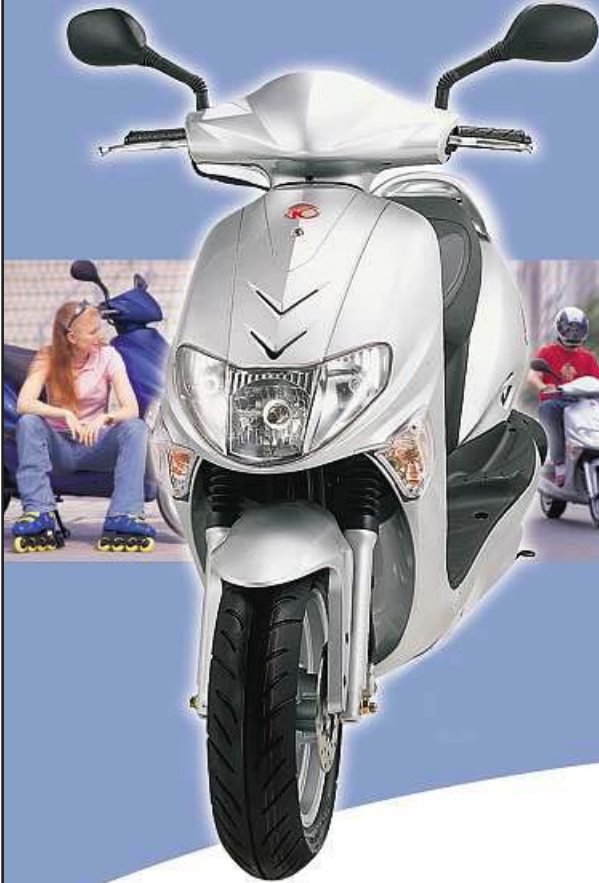
The Malossi system is a full-on race pipe and as such will need a little bit more setting up than some of the other systems to get the best results. This one would definitely work at its best when fitted alongside a 172 kit. To start with, we did the fixed gear run in exactly the same way as the other exhausts (graph four) then at the end we removed the restrictor from the variator to allow us to do a 'proper' dyno run (graph five). The Malossi pipe isn't normally supplied in chrome but this one had been done for a customer. This exhaust made the same horsepower as the Polini system but lost 1lb of torque and took slightly longer to complete the dyno run. Remember, it's designed to work best with tuned engines though. The exhaust made its power quite high up the rev range, peaking at around 8000rpm its torque curve was quite impressive and levelled off from 6500 to around 8000. The pipe sounded nice and revvy too and gave our loudest reading at 114 decibels.



This graph compares the Malossi pipe with standard clutch and rollers against the Malossi pipe with the engine set up properly. The dotted line shows how the exhaust performs if you just bolt it on, it just goes to show it's worth spending a bit of time on a dyno perfecting it!

Unfortunately that's all we've got space for, but in the next issue we'll be testing the Jolly Moto, Scorpion, PM Tuning, Giannelli and anything else we can lay our hands on. Thanks to PSN Scooters for technical help and the use of their dyno for this article, also to VE-UK.

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Aeon Cobra 180

ontrial



Viewed alongside the 100cc two-stroke tested in TAG 41 the Cobra 180 is a much larger, heftier machine all round. The seat is a good deal loftier too, providing a higher view and safer position on the road, while the extra length and width make other road users sit up and take a lot more notice. The four-stroke engine isn't as immediately perky as the two-stroke either, despite the capacity being almost double. What is impressive though is the mid-range stomp and lazy yet effective approach to accelerating.

The bulbous tyres take some getting used to on the Tarmac, with a wandering approach to road holding that, with too tight a grip on the bars, soon becomes exaggerated due to pilot induced oscillation. Once a relaxed hold is adopted the meanderings on spongy tyres becomes less pronounced – although you do have to keep ahead of the game as any sudden inputs will not necessarily yield the expected results as found on more responsive two-wheeled machines. Likewise with sharp bends on Tarmac, the body weight must be moved to the outside foot-plate and great care taken until the quad is heading in the intended direction.

The four-stroke motor features a rather handy reverse gear for those moments when getting off and lifting, or dragging, the machine around are not appropriate. Once again great care must be taken with the steering once underway backwards, as the lack of a differential splitting the drive to the rear axle keeps the quad going in straight lines, even though the bars maybe as far as possible to one side.

Flat out on rough terrain the extra weight that the larger quad possesses keeps the whole plot tracking straight and true while preventing the thing from leaping too far skyward over the slightest bump. The chassis is solid and substantial feeling, backed up by a well damped set of suspension units keeping all four wheels under control at all times. Should you need them, the brakes work well, hauling the 150-kilo quad with hardly a wheel lock-up at high speed, the balance



Pics: Stevie P

Quad



between the front and rear feeling just about right for all but full-on wet mud. A pair of single leading shoe drums up front and a single hydraulic disc operating on the rear axle work as a perfect partnership proving more than enough to stop the Cobra 180 dead in its tracks.

Overall, the package is a good one, with lots of thought and no doubt endless testing having gone into the final version. The lights and other potentially fragile extremities are well placed keeping out of harm's way when off road should the intended path be missed and things start to go wrong. Even the potentially fragile oil cooler is placed behind an extended piece of tubular framework that looks able to withstand a head-on attack with virtually anything. Safety-wise the quad is as good as such a beast could be, with well protected, strong footwells.

Generally, the 180 is a well-behaved machine, with little in the way of handling foibles to worry about when on rough ground. In fact the 180 is sure-footed no matter what the terrain, feeling particularly good midway uphill where the quad can stop and pull away again without any heart-stopping moments. The thumpy four-stroke power plant is able to pull the quad out of almost any situation. The gearing is absolutely spot on at all times and proves impossible to catch the auto clutch and drive mechanism off guard. With a top speed of 40mph the 180 isn't super fast, rather it chugs along nicely around small roads. But out in the open it does present something of an obstacle for other less patient road users as it is far wider than a bike. The 10-litre tank and low fuel consumption will allow you to ride trouble free for considerable amounts of time without stopping for anything more than a breather. On the dirt however those small stops to catch your breath may well be frequent ones due to the nature of off-road riding.

As a cheap, go anywhere, runaround that can also be used for leisure time activities the Cobra 180 takes some beating. You could easily use it for both work and play with no modifications being required before either task. What better way to get home from work, via your local dirt track!

CP

VITAL STATS

Engine: Single-cylinder
air-/oil-cooled
horizontal four-stroke

Displacement: 180cc

Bore & stroke: 5 mm x 57.65mm

Power: 14hp @ 7500rpm

Torque: 7ft-lb @ 5300

Lubrication: Wet sump

Starter: Electric

Ignition: CDI

Transmission: CVT transmission,
chain final drive

Suspension: Independent double
wishbone front,
monoshock rear

Brakes: Twin drum front,
single disc rear

Wheels: 21/7 x 10 front,
21/10 x 10 rear

Wheelbase: 1050mm

Length: 1620mm

Width: 983mm

Seat height: 851mm

Dry weight: 156kg

Fuel capacity: 10 litres

Colours: Black/silver

RRP: £2199

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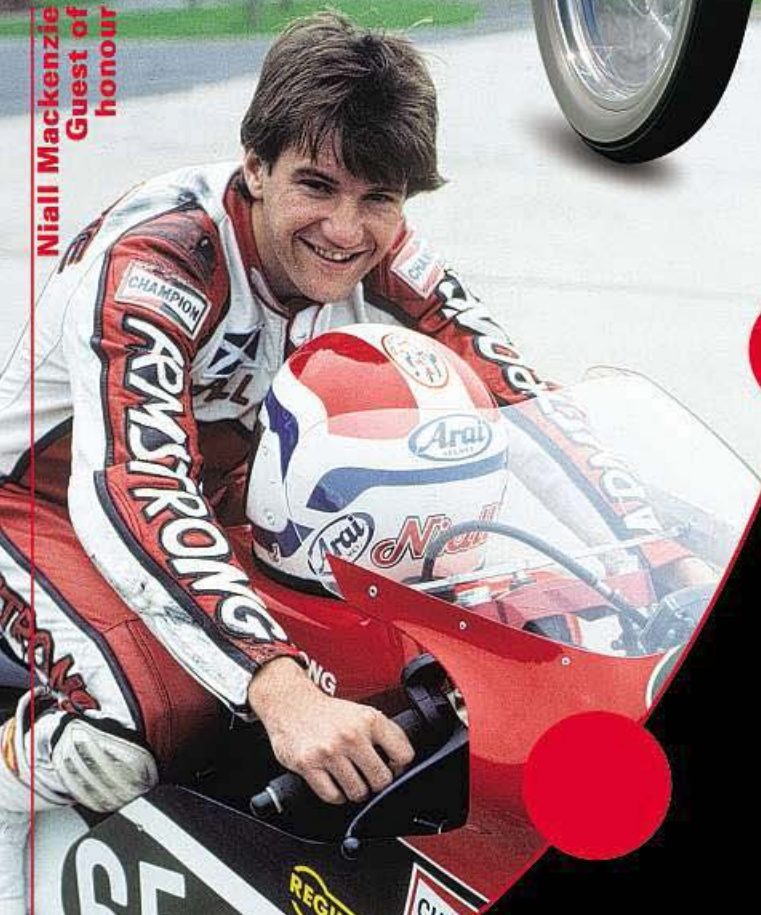
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JL250-T V.I.P.



ontrial

Based on the Honda CB125cc single overhead camshaft engine, and now built under licence from the mighty 'H', the Jialing JH125 GY is a competent little machine that purrs along nicely right up to the legal limit. The air-cooled, single-cylinder four-stroke power plant dates back to the early 70s but still appears to be working well some 30-odd years after its inception providing a healthy push to this lightweight trail bike. There have been some modifications made to the original crankcase castings enabling an electric starter to be fitted, but those apart the engine is exactly how it was over three decades ago.

Jialing 125 Trail

Quite unexpectedly the on-road handling is very good (despite the fitting of pure knobby trail tyres) enabling a spirited ride to be had on twisty B-roads and back lanes. The tyres (being of no particular recognisable brand) grip the road surface with a tenacious bite and are not at all like the cheapo tyres we have come to expect to be fitted to such machines of days gone by. Handling is aided by what appears to be very high quality suspension components which, although not identifiable, look staggeringly similar to the Showa equipment fitted to smaller Hondas. Off-road is equally well performed, thanks to the responsive engine and relatively light all-up weight and once again the bouncy bits at each end with their long travel movement easily soaking up bumps and ruts.

Being an almost straight take-off of a Honda design the machine, not surprisingly, works very well, performing as well as any 125cc four-stroke single currently in the market place. The plastics are well made and very nicely finished even if the styling and graphics are a little dated and garish. If you can see past this then the JH 125 GY will be a cracking little commuter machine.

Braking is provided by another Honda design in the form of a twin-piston floating caliper borrowed from the CBR600 of around six years ago. This is a really strong performer, especially grabbing such a large diameter disc with more than enough power to stop the little trail bike in no time. A similar caliper is also fitted to the smaller rear disc that – not surprisingly – provides enough power to lock the rear wheel even at top speed. So care must be taken with the right foot pedal to prevent any unintended skids.

Painted silver, the aluminium-looking swing arm is in fact made out of steel – no doubt to save manufacturing costs.

But the lengthy lump of metal works well and helps the trail bike perform superbly both on and off the hard stuff. A handy rear carrier is fitted as standard enabling a small bag or suchlike to be carried safely (while also proving a nice bum stop and grab rail should a pillion be taken on board).

In use the bike is easy to ride, thanks to its wide spread of power and pleasing handling. The dash isn't over-complex with just a simple speedo and a small array of lights clustered to the right of this. The engine doesn't need a tachometer to help you as spot-on gearshifts to keep in the power band are not crucial with this willing engine. It will happily pull away from virtually no revs at all and let you know when it has had enough at the other end of the rev scale.

By a clever bit of design, the rear brake master cylinder (one of the costly





bits that usually sticks out and can easily be damaged) has been tucked away inside the rear swing arm for safekeeping. Further crash proofing is provided by the footrests that are bolted on separate to the frame's metalwork enabling the whole lot to be changed in the event of an off. Nice touches and evidence that the guys over in the Far East are taking notice of our biking needs and demands. The finish is as good as any Japanese built machine with some nice attention to detail in the switchgear and other fittings. Clearly its Japanese roots are evident throughout the bike. Cycle parts are very nicely engineered and finished off as well as working without fault. There are a few areas of chrome that look a little out of place on a 2005 machine, but that apart, this is a well-made and capable bike no matter what its country of origin. CP

VITAL STATS

Engine:	Single-cylinder air-cooled four-stroke sohc	Front brake:	275mm disc twin piston floating caliper
Capacity:	124cc	Rear brake:	220mm disc twin piston floating caliper
Bore stroke:	56.5mm x 49.5mm	Front wheel:	2.75 x 21
Compression ratio:	9:1	Rear wheel:	4.10 x 18
Power:	12bhp	Length:	1360mm
Torque:	N/A	Wheelbase:	1180mm
Transmission:	Five-speed wet clutch	Dry weight:	112kg
Starter:	Electric/kick	Fuel tank capacity:	8.5 litres
Frame:	Steel tube	Colours:	Red
Front suspension:	Oil damped telescopic forks	RRP:	£1795
Rear suspension:	Monoshock		



Exmouth

For more pics check out www.scooter-scene.co.uk

scooter rally



The fourth national rally of 2005 was recently held at the Devon coastal town of Exmouth between 7 and 10 July. The event was organised by the Southwest scooter clubs, a non-profit-making organisation. This laid-back seaside resort has been voted as one of the best rallies to attend, mainly due to the excellent weather. This weekend was to be no different. The scooter was loaded; the sun was shining and only a 15-mile journey lay ahead – what more could you want?

On route I met up with fellow auto rider and club member Matt (Confederates SC) along with Spider and Lee (Wanderers SC) who were giving their Dragsters a chance to cool down after the ride from London. Once in the town the B&B was located and bags and helmets dumped before heading

off to the legendary Deer Leap pub.

For those who have never been to Exmouth, the Deer Leap is a large pub with a beer garden overlooking the beach and conveniently placed between the campsite and the pavilion (the venue for the evening do and custom show). The garden was full of scooterists quenching their thirst with copious amounts of alcohol. As the saying goes where's there's beer there's Darksiders (OK so I made that up), so it was no surprise to find the likes of Spider, Lee, Justin, Matt, Alex and Mavericks already there.

After a short pub-crawl around the town's watering holes, I made my way to the pavilions where I was spinning some tunes with a very very drunk Emma Cox.



The venue was slow to fill as many scooterists had decided to stay out in the beer gardens due to the great weather. The venue was packed by the time Fat, Drunk and Stupid came on stage, the band went down a storm while churning out the likes of Teenage Kicks and Sounds of the Suburbs. The usual mix of tunes followed the band and before you knew it the lights were on signalling the end of the night.

Saturday dawned; the sun was shining and not a cloud in the sky. Down on the campsite many hung-over scooterists were trying to shade themselves from the glorious sunshine. There was significant increase on the number of autos on the campsite this year; Runners, Dragsters, GTs, ETs and maxis were dotted around the site in numbers.

The ridden custom show was being held outside the pavilions, but this didn't stop greedy trophy hunters from bringing their scoots on trailers or in vans. What part of ridden don't they understand! Respect to all those that ride custom scoots on the road.

The very smart Play Station Aprilia/Lambretta hybrid received a lot of attention as well as the Stussy Runner and hybrid Lammy auto in the AF style livery – and these two weren't even entered in the show.

After a look around the trade stalls, it was off to the Deer Leap for a liquid lunch to meet up with fellow Darksiders for round two of the drag.com Crazy Golf Championship. Was Gt Yarmouth's winner Mavericks going to increase his lead? Despite using every dirty trick in the book Spider only managed one place better than Mavericks who ended up last, much to everyone's pleasure. Sweeney (Wanderers) stormed into the lead by putting his last two holes in one! Which saw him collect the kitty, the grand sum of £6? After all the excitement it was back to the pub for a well-earned pint before heading back to the B&B.

The Strand was the first port of call for the evening before embarking on another pub-crawl of the town's bars. On reaching the do Who's Who (the Who covers band believe it or not) were coming to the end of their set and it looked as if they went down well with the masses. The band was followed by Andy SWS and Rich on the decks, playing a good mix of tunes. The rest of the night was spent catching up with friends old and new, once again it was all over to soon.

An excellent rally. Hats off to the Southwest scooter clubs for another well organised event.

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Yamaha YH50 WHY on trial



Having previously been removed from the Yamaha UK range, the European built WHY scooter has been reintroduced for the 2005 line-up. The strangely named and styled machine immediately begs the question why? Yet after a few minutes riding around the bustling streets of any town the machine begins to make a lot of sense. The large cast aluminium wheels give superb stability, which is aided by what appears to be a stiff, solid chassis and capable suspension components.

Although restricted in power output the air-cooled auto engine is willing to get on with the job, the light weight of the whole package allowing the Why to get on and move comfortably among busy traffic. Stopping is easy too with a powerful twin piston Grimeca caliper very effectively grabbing a 220mm disc up front, while the usual single leading shoe drum fitted to the rear wheel chips in with a little extra slowing power when required. Being of French origin all this is transmitted via a pair of grippy Michelin tyres making the whole riding experience a very safe and satisfying one. Roundabouts can become addictive

VITAL STATS

Engine: Air-cooled single-cylinder two-stroke
Capacity: 49cc
Power: 2.5KW @ 6500rpm
Torque: 3.85Nm @ 6200rpm
Transmission: Continuously variable transmission (CVT)
Starter: Kick/electric
Frame: Steel tube under slung cradle
Front suspension: Telescopic fork oil damped
Rear suspension: Swingarm with single shock
Front brake: Single 220mm disc twin-piston Grimeca caliper
Rear brake: 110mm drum
Front wheel: 70/90-16
Rear wheel: 80/90-16
Length: 1940mm
Width: 685mm
Wheelbase: 1294mm
Dry weight: 73kg
Fuel tank capacity: 7.2 litres
Colours: Future Silver or Black Aubergine
RRP: £1699 inc one year manufacturer's unlimited mileage warranty, 12-months' RAC breakdown cover and Datatag anti-theft security marking system.
Contact: Yamaha UK Ltd. Tel 01932 358121
www.yamaha-motor.co.uk

Pics Stevie P





with the way the Why tackles them.

Built in France by the joint Yamaha/MBK concern the Why is aimed at the budget end of the scale although still a little pricey when viewed alongside the other scoots at the bottom end of the price budget. You do get some good engineering for your money though, along with lots of thoughtful design and ergonomics. A rear luggage rack is fitted as standard and there is storage area under the seat as well as a sizable glove compartment in the front panel just in front of your knees. This is lockable and large enough to fit handy items, mobile phone, map, purse etc, that you might need during your journey, while a fold-down hook is situated in the front of the seat area to allow a bag to be hung should your shopping needs demand it. For greater storage a colour coordinated top box is available from any Yam dealer as an option.

The styling may be quirky, but it does grow on you after a short while as the sweet handling, small size and ease of use surpasses any misgivings you might find in the looks department. The controls are simple and easy to read when riding with a single analogue dial sat on the top of the headlight shell giving you the necessary speed and mileage information and that's it. There is a fuel gauge slung down low inside the legshields, but this is a little too far out of sight to be really useful and needs a reminder to check it out rather than it staring you in the face had it been dash mounted. The good news is the tank is a sizable 7 litres plus so you should get well in excess of 100 miles to a fill up. The bad news is with the fuel gauge tucked away out of sight, and the absence of any kind of fuel warning light, you may well forget the last time you did fill up and run out completely!

Little touches of chrome have been added to make the Why look like the bastard love child of a 60s moped and a cappuccino machine. Not a perfect marriage we agree, but Yamaha have made it work, no doubt aided by more

than a bit of the French way of doing things. One great addition to the individual looking machine is the wide and clear rear view mirrors that stick out way beyond the bar ends and give a superb view of everything that is behind you. All too often of late scoots are being equipped with smaller and more stylish mirrors that look great but perform like chocolate teapots, so well done Yamaha for these monsters.

The Why sits in some very good large wheeled company, with all of the major manufacturers currently offering comparable machines, Honda have the Italian-built Sky while Piaggio, Benelli and Malaguti also produce similar bikes. The Yamaha seems to have that little bit of extra space on board for a pillion passenger which is a welcome addition should the need arise to transport two people. Foldaway pillion rests are provided just behind the footboards along with a separate seat giving an extra few inches of space for a buddy to rest. The rider's space is larger than usual too, aided by the two cutaways to the front of the footwell that extend past the frame down tube by around three inches, and the shape of the whole of the front panel that accurately follows the shape created



by your legs in the seated position.

If all you need is a safe and sound reliable scoot adequately equipped for buzzing in and around town with a couple of handfuls of shopping, then this little Yamaha could be all you ever need, I wouldn't fancy a really long journey on it, due to the engine's small size, but if it was the only form of transport you possessed then you would certainly be comfortable after a lengthy spell in the saddle and you will have had a great time too if the roads have been twisty. *CP*



LYDDEN HILL

John Woods takes us round Lydden Hill, Kent's not-so-famous race circuit.



RACE ONE

With over half the scooters on the grid being automatics, this is the biggest auto entry to date. Everybody's clean away; Stuart Day (200 Lambretta) takes up his usual spot; Ben Douglas leads the Zips, followed by David Sumner (Aprilia SR50). As we charge down Hairy Hill on the first lap, I am tucked up behind Tony O'Brien's 90SS as it decides to shed some unwanted parts in the form of its flywheel cowl. That's the trouble with old scoots, things keep falling off them.

Lap two, Chessons Drift, claims two victims, Phil Bevis (200 Lambretta) slides out after losing the front end (ripping the arse out of his leathers in the process) and Craig Bewey's Zip loses all power (well it does help if the variator nut is tight – doesn't it)?

Greg Hillman's Zip is flying and try as I may I can't keep up with him. I do manage to pass David Sumner whose scooter is slowing lap by lap. At the front Ben and Jon Uffindell are battling along with three 200cc Lambrettas. With three more Zips behind me and two 180 Runners, I end up following Tony O'Brien's 90SS over the line after a race-long battle just for position. Stuart Day wins the race.

Auto race winners:

- 1 Ben Douglas
 - 2 Jon Uffindell
 - 3 Mark Caldecutt
 - 4 Greg Hillman
 - 5 John Woods
- All on Piaggio Zips

RACE TWO

I get a good start, but not as good as Ben. He's off to a flyer. The Zips are quickly in among the Lambrettas and fighting for the top spots. I get punished for failing to hold a tight line into the Devil's Elbow and get stuck behind John Balcomb (200 Lambretta).

Lap two and we're back in the thick of it, swapping places corner after corner. Lap three, Stuart Day retires (electrical problem) which leaves Phil Bevis, Jon Uffindell and Ben Douglas fighting for the lead. Lap four, I lap Russell Simons on the Jahspeed Zip – mind you it is his first time out and he was taking it easy. Meanwhile I am locked in a four-way Zip fight with Greg Hillman, Damon Tunncliffe and Mark Shirley. I get past Damon, but he gets me back with Mark Shirley keeping a safe distance back just in case either of us cocks up. Then we all pass Mark Caldecutt who had to stop and refit his carb after he ran wide at Chessons Drift and while on the grass, his carb fell off – oops! Ben takes his first overall race win beating Jon Uffindel by one second.

Auto race winners

- 1 Ben Douglas
- 2 Jon Uffindel
- 3 Craig Bewey
- 4 Greg Hillman
- 5 Damon Tunncliffe

Another enjoyable weekend's scooter racing, watched by many local scooterists and some not-so-local lads as well.

Cheers everybody, see you soon.

John Woods # 7



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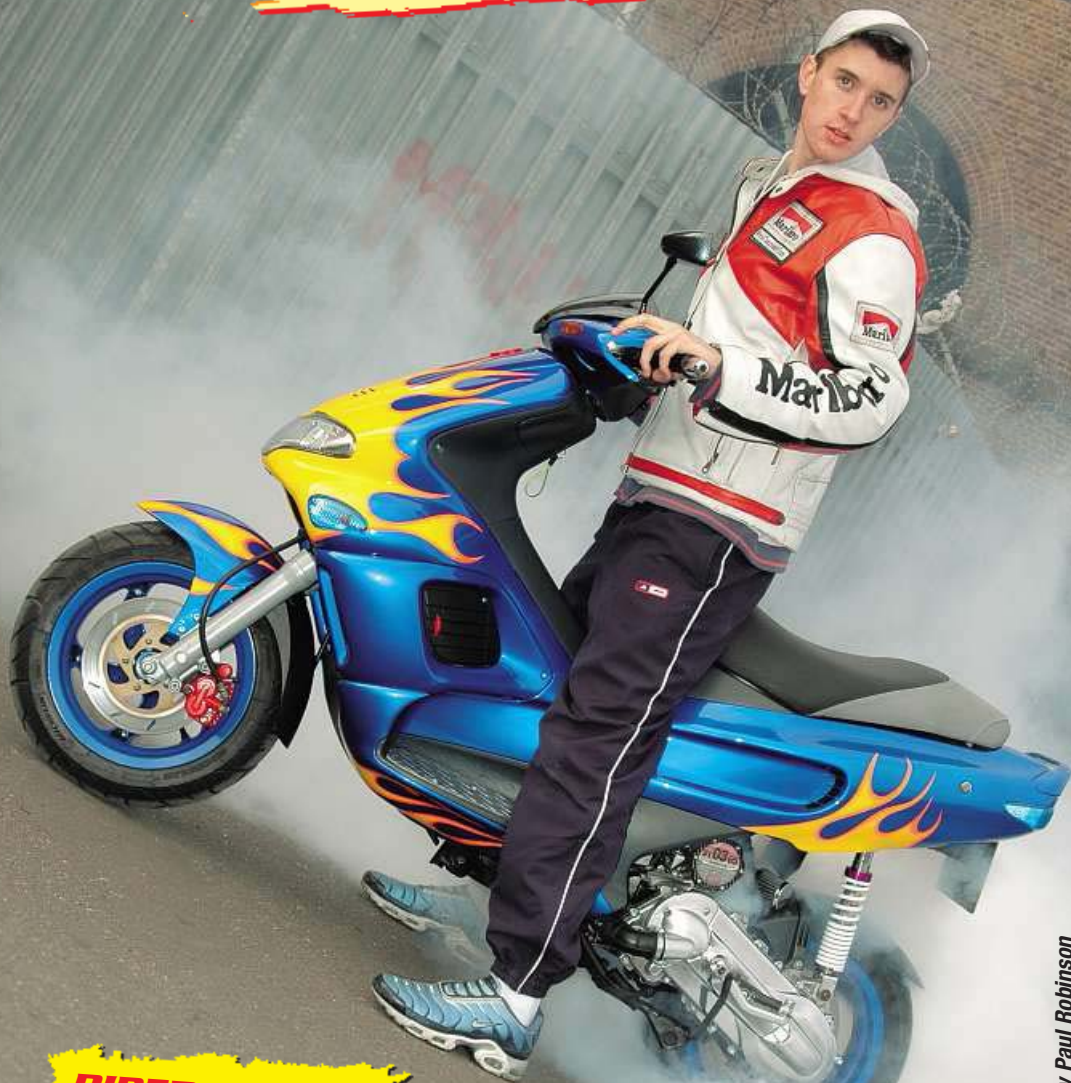
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YOU'VE BEEN



RIDER PROFILE

Owner: Chris Samuelson
Age: 18
Location: London
Occupation: Sales Assistant

Words and photos by Paul Robinson

PHOENIX RISING

As you can see from the pics, the engine case and the transmission cover have been polished, but what you won't know is that the engine's been Malossi-fied to bring the scoot up to speed, and I mean Malossi everything: carb, cylinder kit, air filter, boost bottle, variator, Delta clutch, CDI, exhaust – everything you'd expect to on a budding boy racer's wish list. Originally a bog-standard 125, the bike was purchased from 2 Wheels Ahead in Croydon. And it was during last summer that Chris (with the help of his dad) fitted a 172 kit and just four days after running it in, he binned it... What happened was a twat of a car driver pulled out on him, Chris ended up with two broken thumbs and a wrecked scoot. The bodywork then ended up in the hands of Dream Machine. Two long months he waited for the panels to return but it was worth the wait. With a new lick of paint and more engine and transmission mods, Chris's Runner rose like a phoenix from the ashes. After fitting a carbon Kevlar belt (Malossi of course), he found within minutes that the new belt was taking away acceleration but slightly improving top end, in which case he reverted back to the original belt. The lad's gone through a fair few tyres too (burnouts presumably). As the scoot was now



Malossi-fied: fully-fettled and polished engine

Chris Samuelson's flamin' quick Runner...

Some time ago in TAG (issue 20 to be exact) we featured a custom Runner entitled 'The Full SP'. Let me jog your memory, it had a Dream Machine paint job and was painted black with yellow flames. Remember it? Never mind. What we have here is yet another Runner painted up by Dream Machine in what looks like the same paint job but in different colours. Its owner, Chris Samuelson from London, assures us that there are a number of differences on his panels including colour gradations and the way the flames have been applied, although he does admit that the overall look is obviously the same. Nevertheless, Chris's Runner looks pukka and won first place in this year's Show and Shine competition at the Ace Cafe's Twist and Go Sunday – result!

FLAMED



Malossi MHR exhaust – “it’s road legal officer, honest...”

kicking out more power he found that it was struggling to maintain traction on the road. After trying out different brands of rubber he found that the Michelin Pilot Sports were the best of the bunch with them being a softer tyre offering loads more grip.

Along with the tuning mods, Chris’s Runner’s got some trick styling additions too; a pair of polished foot plates, clear blue lenses, a carbon fly screen and some F1 style mirrors. He reckons the whole project cost around four and half grand in total and that includes the cost of the bike – lots of pocket money.



The return of The Full SP!

YOU’VE GOT TO PRAY, JUST TO MAKE IT TODAY

For many young scooterists like Chris it’s seemingly becoming more and more problematic these days simply owning a tuned and customised scoot particularly in London. “Being pulled by the feds is becoming a daily thing and it’s never for a good reason either” he says. “Nothing you do to your ‘ped is safe any more and if it’s not locked away in a garage, you risk having parts stolen or the bike being nicked”. In fact, Chris has had so much grief since the photo shoot, that he’s ended up selling the scoot – “I’ve had a lot of hassle from pikeys... If they aren’t trying to nick your ‘ped, they’ll try to damage it out of jealousy”. So if he’s not getting flamed by the police, he’s got thieves and malicious damage to contend with – life in da ghetto eh? Innit...

VITAL STATS

Top speed: Goes off the clock!
Cruising speed: 75-80mph
Power output: n/a

TUNING

Engine: Malossi: 172cc cylinder kit, 25mm carb, reed block, carbon reeds, inlet manifold, boost bottle, air filter, MHR race exhaust, CDI unit, NGK spark plug + HT lead
Transmission: Malossi: variator kit, Delta clutch, rollers, clutch springs, Piaggio: drive belt (standard), 180 gearing

HANDLING

Suspension: Standard (front), Malossi (rear)
Braking: Standard Gilera brake discs, sintered brake pads
Tyres: Michelin Pilot Sport

STYLING

Paintwork: Dream Machine
Other stuff: PM Tuning carbon fibre fly screen, carbon effect F1-style mirrors, carbon fibre tax disc holder, LED rear lights, blue clear brake light lens + indicators, polished transmission cover, checker plate footplates, custom number plate, anodised screws + bolts, crankcase / muffler / footplate polishing

THANKS TO

Jeff @ 2 Wheels Ahead (0208 656 2727); Taffspeed Racing (01633 840450); Wheel Power (0208 543 0321); and my parents for putting up with it all



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1. What capacity is the White Knuckle?

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Faster Pussycat Fast Toys Fast Life Fast Bikes

3. Answer this tie-breaker in no more than 20 words:-

"I would like to win a WK 125 (and helmet and gloves) because"

ENTRY FORM:-

Name

Address

Postcode

Age Male/Female (please circle)

Send your entries to: TAG/WK125 Comp, PO BOX 99, Horncastle, Lincolnshire LN9 6LZ

1. Do you own a bike or scooter? Y/N

closing date 7 September 2005

2. If YES, what make is it?

3. Do you own a car? Y/N

4. What is your favourite music?

Pop

Dance

Ska

Indie

R&B

Hip Hop

Rock

Other (please specify)

5. Where do you purchase your music from?

HMV

Virgin

Woolworths

Supermarket

Tower Records

WHSmith

Amazon

CD Wow

MVC

Play.com

Other (please specify)

6. Which brands do you buy?

Nike

Vans

Adidas

Burberry

Ben Sherman

Firetrap

Reebok

Animal

No Fear

Oakley

Other (please specify)

7. Do you own a mobile? Y/N

8. Would you travel over 100 miles to buy a scooter? Y/N

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These rules include any instruction set out in the terms of the competition. By entering this competition the entrant will be deemed to have read and understood these rules and instructions and to be bound by them.

Any employee of Mortons Media Group Ltd or any other person who is directly connected with this competition or their immediate family will be ineligible to enter. Persons under the age of 16 may only enter with the written consent of a parent or legal guardian.

All entries must be sent to, TAG/WK125 Competition, Mortons Scootering Media, PO Box 99, Horncastle, Lincs, LN9 6LZ.

All entries must be sent by pre-paid post and received by 7 September 2005 irrespective of the date of posting. Proof of posting will not be deemed to be proof of delivery.

Any entry which is incomplete, illegible, late, registered unrecognisable in the post or otherwise does not comply, may be deemed invalid in the sole discretion of Mortons Media Group Ltd.

Entries may not be written in pencil.

There is no cash alternative to the prize.

All entries will be examined. The prize will be awarded to the competitor with the correct answer. If there is more than one correct entry the winner will be the entrant who in the sole opinion of the panel of judges, has submitted the most original response to the tiebreaker.

Tiebreaker: using no more than 20 words complete the following sentence: I would like to win a WK125 because.....

The winner will be notified as soon as he or she has been ascertained. The result will be published in the earliest possible issue of TAG.

Full details of the prize to be awarded will be provided to the winner at the time of notification.

The prize awarded is non transferable.

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The editor's decision on all matters affecting this competition is final and legally binding.

No entries can be returned and no correspondence will be entered into.

Dirty looks

MZ 125 SM

Think of MZ, what picture do you have in your mind? Ugly, smoky, Eastern Bloc two-strokes, piloted by social misfits and sensible, a to b motorcyclists? Ten years ago you'd have been right, but not anymore, the *damen und herren von Zschopau* have put their heads together and decided it just isn't on, they've given the whole range a big boot up der arsch. Out go the pedestrian commuters, in come the supersports, streetfighters and supermotos.

The 125SM, has undergone even more changes for 2005, and will soon be available in a slack handful of special editions. There's the Gangsta, with evil matt black paint job, red rims, handguards and engine bars. The MIG, modelled to look like the MIG-21 fighter jet with grey paint and sundry red star emblem – no guns though. The Twin Colour, similar to the others, only with various two-tone colour combos; the Cup Replica, based on the racing models used in Germany, with full-on race suspension, conic handlebars and more black paint, plus the bog standard version in orange, black, blue and silver. The specials hadn't quite hit the showrooms as we were testing, so we got the standard to play on, but that's no bad thing and if it's anything to go by, the rest should be sweet.

What you're getting for your wedge is a 124cc, 15bhp, four-stroke, air-cooled single, in a backbone-type steel frame, held up by an adjustable monoshock rear, fat telescopic forks, and even fatter 17in rims. It's all wrapped up in angular, high-impact plastic bodywork, low profile tyres and lots of tasty off-road accessories.

In short, it looks shit hot: twice the size of any other 125 moto and twice as good looking. On first glance it's easy to mistake the SM for something much larger, the motor is one hell of a lump; the massive barrel and huge deep crank cases wouldn't look out of place on a 400, or sound out of place for that matter, the big can sticking out from under the seat thumps out a nice low level note at idle and gives out a good rasp at full bore – Supertrapp list a can in their US catalogue (www.supertrapp.com), which boosts power by 15 per cent and will sound even better, well worth tracking down.

What else does it have? Erm... massive single front disc and less giant rear are squeezed by Grimeca callipers, more than capable of hauling 129.5kg to a halt. Those fat tyres are made by Heidenau, again more than capable, but plenty of the more well-known makes should do a fitment. Build quality is outstanding, quality materials and good fit and finish, should stand up to some

serious abuse. The seat is hard as nails and high as Everest, the suspension's all bouncy, and the filler cap on the tank doesn't lock, so don't get too attached to your petrol. The mirrors are wider than Rick Waller's arse too, so filtering through traffic could be quite an experience.

And that's about it, it retails at £2699. Prices for the specials were still to be announced as we went to press, but expect them to be a couple of hundred over the bog standard one. If you

can stand the stick you'll get for owning an MZ, it's well worth it.

Nothing else left to say really, so I'll leave you with a bit from MZ's website...

"...crazy. The first street moto to suit the season's street wear. Even the most outrageous skater will fade alongside it. Or go green with envy! 'Cause this machine is IN. So in, even the trip to your maths class will be a party. After all, your funbike features one of the world's most powerful 125cc, four-stroke engines. And those 17in tyres will see you rushing around the most evil bends with ease. Leave the others to talk about curves while you gather real life experience. At the end of the day, you'll be the one who knows what you're talking about."

I'm not sure if they do though.



ontrial

Is there really room out there for more off-road-style learners?

Yamaha and MZ seem to think so. Pip and Chris Pearson put two of the latest offerings from Germany and Japan, head to head.

YAMAHA XT125

Yamaha's latest four-stroke 125 machine is a lightweight and diminutive package, easy to ride and punt around town and not too bad off road too if all you desire is a little green laning. Style-wise the XT is a take on the XT660R to be found further up the Yamaha model range and as such shares the family's good looks and overall stance. In fact the game is only given up once the engine is struck up on the 125. Thankfully the XT125 doesn't share the same proportions of the monster thumper 660R and the seat is a more reasonable reach for the average rider.

Mechanically at least the type is based heavily upon the original mid-80s XT and SR125, the single cylinder air-cooled engine is a robust and reliable unit but feels strangled somehow, never quite reaching its full potential. The power plant is the only weak part of the XT125R as it suffers from unwillingness to rev freely, this may be down to the relative newness of the engine and will more than likely open out more when fully run in but alongside the similarly powered MZ it did feel less pokey. The square bore and stroke design runs out of puff in the upper reaches of the rev range creating a brick wall effect up around the dusty end of the tachometer, whereas the more modern short stroke big bore layout has headroom to spare making gear shifts less critical, strangely the original 80s XT125 had a similar bore and stroke to the much happier revving MZ.

Although this is a proper Yamaha the name plate reveals the bike to be built by Malaguti in Italy, so this is a joint Nippon and Italian effort and a little of the European nature is evident in the construction, generally though the quality is up to the usual high standards found with a Jap bike.

Strangely the oil sight glass is not where the casting of the casing would suggest it to be – directly under the dipstick – it is on the opposite side of the bike, just ahead of the sidestand, requiring a look from the left side before returning to the right to remedy the situation via the filler cap. Not user friendly but then again find me a 17-year-old that checks the oil!

I never did get the hang of the complex dash readout, which can be configured to supply all the usual relevant information, and several of the not so usual, like average speeds, lap times and fuel consumption. Not that the amount of fuel being used ever raises its head as a problem due to the large 10-litre capacity which sees the XT just keep on going oblivious to passing petrol stations and the like. To change the readout requires a short sharp stab on the button usually reserved for flashing your headlight but on this bike it allows the different aspects of the digital speedo, come tachometer, come time machine readout to be flicked through. Overall, the XT 125R is a tidy and easy to live with machine, the sidestand does seem to behave rather like Inspector Clouseau's butler, in as much as it is always lying in wait in an attempt to kill you, but that apart the bike is trouble free.



YAMAHA XT125R

Engine:	Air-cooled single-cylinder four-stroke sohc
Max power:	12.5bhp @ 8000rpm
Max torque:	11.7nm @ 6500rpm
Gearbox:	Five-speed, wet clutch
Tyres:	<i>Front:</i> 90/90-21 <i>Rear:</i> 120/80-18
Front brake:	245mm disc twin opposed piston AJP caliper
Rear brake:	220mm twin opposed piston AJP disc caliper
Suspension:	<i>Front:</i> 36mm telescopic forks no adjustment <i>Rear:</i> Yamaha 'Monocross' single shock no adjustment
Wheelbase:	335mm
Dry weight:	111kg
Fuel capacity:	10 litres
Colours:	Black and blue
RRP:	£2499 OTR



749

MZ 125 SM

Engine: Single-cylinder, four-stroke, 124ccm
Max power: 11kW (15hp) at 9000rpm
Max torque: 11.7Nm at 8500rpm
Gearbox: Five speed
Tyres: 110/70-17
130/70-17
Front brake: Single disc

Rear brake: Single disc
Suspension: Telescopic fork rear monoshock
Wheelbase: 1440mm
Dry weight: 129.5kg
Fuel capacity: 12.5 litres (3.6 litres reserve)
Top speed: 110kph (69mph)
RRP: £2699 OTR





MZ 125 SM

How it rides:

As massive as it is, the MZ really is quite light and the motor feels quite pokey as a result. Standing starts are good, it feels much more raw than the Jap' opposition and keeps up with it no probs. The best thing about the SM though, is it sounds a lot better on the move, no wheezing, squealing, straining exhaust tone like its Oriental chums. Big bike looks, feel and noise.

It revs to around 10,500 and power delivery is smooth throughout, no unexpected rushes or flat spots. We managed to top it out at 72mph, downhill, and it took surprisingly little time to get there.

Getting back down to zero is even quicker, big disc front hauls the thing very quickly indeed, stoppies guaranteed. And the rear? Sorry Ms MZ press officer woman, it's just so easy to lock it up, you just can't help it.

The five-speed box is ace, it feels solid and, changes with or without the clutch are positive and fast. It keeps things moving no probs.

Tyres (although I'd never heard of them) are good too, sticky, black, round, just do the job really.

The only niggle is the handling. It goes round corners fine enough and the big bouncy springs soak up the bumps – good job with that seat – but the front end had a tendency to weave a little when speeds got up to 50 and beyond. Scary, especially for learners.

Apart from that, it's a cracking bike, as fast as any other four-stroke learner, looks better, sounds better and thanks to the German engineering, won't fall apart after five minutes.

Pip



YAMAHA XT125

How it rides:

Weighing a mere 111kg, the XT is a delight to handle around a busy town centre or country lane while the dual purpose tyres do an admirable job of keeping the plot straight and true. Handling is helped by a conservative chassis design that is hard to get out of shape. The ride is firm but smooth, thanks to the huge amount of rear travel around the 190mm mark which combines with the 170mm provided from the 36mm front forks to absorb all but the largest of bumps.

The short, yet sturdy, chassis is a competent piece of kit that simply works, you can throw it into corners confident that the multi-purpose tyres and suspension will just get on with it.

The XT wins hands down in the handling. At no time during our riding did it attempt to remove you from the seat, something that can't be said for its East German pal. The brakes are good but, once again, not as sharp as the larger discs found on the MZ although the SM125's front end precludes you from ever really using the brakes at speed so in reality the Yam wins in the real-world stopping stakes.

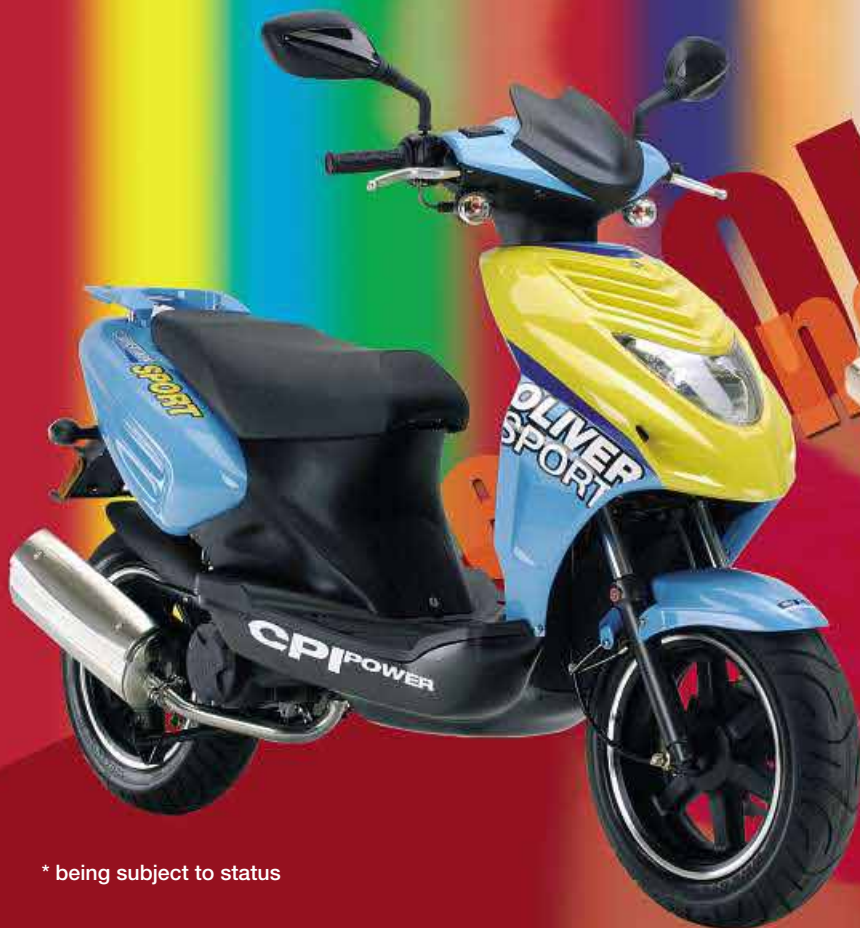
Chris Pearson



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CLEETHORPES SCOOTER RALLY

15-17 JULY



As the saying goes, 'The sun always shines on the righteous'. The Mansfield Monsters and the Olympic scooter club must be feeling pretty angelic. They have been organising this east coast rally for eight years and the weather never fails to please.

Living only a few miles away, I foolishly assumed I would be the first to arrive on the Friday, but by dinner time the campsite perimeters were already being bagged by enthusiastic scooterists and we weren't the only couple arguing over tent erection!

Bootleggers, a pub just off the seafront, is the

main meeting place and the first port of call. By mid-afternoon the outside benches had been taken – do you sit full frontal or straddle? The result either way is a complete loss of feeling from waist down within half an hour. There we stayed watching more and more scooterists ride into town.

All the seafront pubs were filling by early evening and Circa played a blinding set at Bootleggers. The do held at the Winter Gardens didn't come alive till after 10 (to be expected on a Friday night), with the scooter club members DJing. There are no bands on this rally (a conscious decision by the organisers, as it is impossible to find a band to suit everyone's taste and they can be more trouble than they are worth) so it was strictly decks only.

The balmy night enabled us campers to continue the party back at the campsite. Many stayed up till the wee small hours sitting on deckchairs chatting around camping lamps and BBQs (some things you can't do in a B&B).

Saturday started too early for my partner and I. As members of the Mansfield Monsters we had to do our bit and this year it was sorting out the trade and custom show, also at the Winter Gardens, along with TAG's very own Iggy and his partner Lindsay. The dealers had already beaten us there and set up outside, which posed a bit of a problem concerning admission. But with a bit of rethinking, a strategically placed rope and a couple of chairs, a new entry system was constructed. From nine till two we never stopped, with punters popping in to bag a bargain or to admire the custom scoots.

It was my 'honour' to judge the custom show: Best Lammy, best Vespa, best mod, best auto,

Words
and
pictures:
CB



The trade stands were doing a roaring trade.



Ital scooters were the only traders allowed on the campsite as they offer a repair service, to ensure everyone gets home.



Campsite, Friday 1pm.



Campsite, Saturday 1pm.

etc. Never again! How on earth do you decide, the one with the great paint job, but not much engraving; the one that's simple but very effective; or the one lovingly done by the owner? I changed my mind more times than a woman buying shoes. Even now I'm wondering if I made the right choice. Sadly there was only one custom auto entered 'Star Wars' and I was not able to get a good shot of it, but it is intended to feature it in TAG in due course.

Because I was covering the rally for TAG I was more aware of the presence of autos and was pleasantly surprised at just how many there were buzzing past the show and parked along the seafront. The campsite revealed even more. It seemed every gaggle (not sure what the correct term is) of scooters contained at least one auto.

After my work shift ended I returned to the campsite and spent the rest of the afternoon ensuring I got sunburnt. The site had a lovely relaxed atmosphere and there were semi-naked bodies strewn all over the place as tents resembled pizza ovens in the afternoon sun.

Early evening saw most campers returning to town and I managed to catch a few numbers by All Mod Cons who were playing at Bootleggers. The Do was considerably busier with punters having to queue to get in. The scooter club bouncers were kept busy most of the evening dealing with incidents normally associated with too much ale.

Sunday dawned even hotter, which ensured no one was in a rush to pack up and go – meaning it was almost dinnertime before the

organisers were able to carry out their final task, litter picking (or Womble duty as it's more fondly known). There were enough beer bottles to recycle and recreate Crystal Palace as well as the usual little gems, odd socks, pants, a wig and a tent someone couldn't be bothered to pack away and take home.

To sum up there was a notable increase in the amount of autos present. When they first exploded on the scene traditional scooterists were 'told' that these would replace the old style scooters. Not surprisingly the 'trads' dug their heels in and refused to accept this (being called Neanderthals and stuck in the past only made them more determined to preserve their way of life) – try telling a classic car enthusiast to dump his silver lady and buy a brand-new Saab because it's quicker! A divide was created and on occasions people were sneered at and criticised for coming to a rally on an auto. Thankfully things

have moved on a lot since then. Now there are feelings of 'vive la difference' with many scooterists owning both. Anyone reading this that maybe a little bit wary of going on a scooter rally, rest assured as the pictures show old and new are riding together side by side just fine.



DID YOU KNOW?

I asked Matty (the Mansfield Monsters No 1) to give readers an insight into just what's involved in putting on a weekend scooter rally:

Organising the next rally starts almost as soon as the last one has finished. The first step is to ensure the campsite and venue can be booked on the same date next year. The Winter Gardens is a popular wedding venue and the campsite is required in high season, so the sooner booked the better. Next job is to contact the council and OK it with them that hundreds of scooterists can camp in the town. Luckily Cleethorpes council are used to the rally by now (even advertising it in their tourist brochure). The police also have to be contacted at this stage to gain permission for such numbers to descend on the town at the same time.

Nearer to the actual date, its time to organise public liability insurance (which is pretty expensive), covering every eventuality. This is also the time to organise who out of the clubs will be DJing, who will be working on the campsite gates, the custom show and who will be doing security (it requires around 15 bouncers and door staff each night and four people manning the gate each shift). The PA systems need to be sorted and now (by law), the venue has to supply bouncers too. Caterers need to be booked for the campsite and the Do. T-shirts need to be printed, wrist bands and trophies ordered. Adverts then need to be booked and flyers (if any) need to be printed and distributed. You can imagine how many emails and phone calls are flying between the clubs as the Monsters are from the Mansfield region and the Olympics are from the West Bromwich area – quite a distance. There are around 30 Monster members and 15 Olympics and most will do at least two shifts on the weekend.

When asked what were the main problems encountered, it seemed most were due to too much beer and not just by the punters (the club members have been known to overdo it too!) Noise level at the venue and campsite can be a problem, as can too many people trying to get into the do at night and getting aggressive about it. But the most irritating thing of all is the whingers – perhaps after reading this they'll think again.

The lows it would seem are few, just the sheer exhaustion and brain ache, plus people letting you down at the last minute. The suicide of a scooterist at the rally last year was a very unhappy incident, but all the happy faces, the sheer volume of scooterists who come and the thank yous make it all worthwhile. Finally I asked what makes Cleethorpes so successful. Matty reckons it's because it's one of only a handful of rallies run like the old NSRA rallies with a value-for-money campsite within walking distance of town. Most of the club members have been doing the rallies for years and are respected for it and the ace weather is always a welcome bonus. So already things are in motion for Cleethorpes 2006.



Observe the Workshop Lions in the background, who were said to be 'well chuffed' with their earlier charity shop purchases.

SCOOTER RACING X-FACTOR

Words and photos: Iggy



PESKY KIDS!

My recent BSSO debut at Darley Moor gave me a chance to see first hand how our competition winner, David Sumner is progressing as his first season passes the halfway mark. While I was sporting an attractive orange vest for my first time on track, David was looking much cooler now that he's ditched his own novice jacket.

During the second race I spent a couple of laps dicing with the 16-year-old lad from Leicestershire and he's learnt a lot during his first season. His lines are consistent and fast (better than mine for sure) and he's not afraid to have a go either.

I overtook him at one point after slipstreaming him down the straight and he immediately fought back on the brakes, a bit too close for comfort, which made me sit up halfway around the next bend, pesky kids! Unfortunately for David though he cooked his brake fluid and ended up retiring before the end of the race, at least it meant I beat him though!

Teenage racers wanted

It'd be nice to see more youngsters taking up scooter racing next year. If you fancy getting into the sport yourself or if you have a son or daughter who would like to race, then why not get started? You can race a 70cc two-stroke auto from the age of 11 and the earlier you start the better. A second-hand Piaggio Zip can be picked up quite cheaply and there are plenty of good scooter shops who'll help you to spend as much money as you like to turn it from a mild mannered commuter scooter into a competitive race machine! Scooter racing never did the careers of James Toseland or Leon Haslam any harm and it could be your first step to world stardom. It may not be the cheapest sport in the world but it beats kicking a ball around a field on a Sunday morning that's for sure!

For more information about getting started and the various classes available check out www.scooterracing.org

The thing that makes David such a worthy winner is his enthusiasm and excitement, he loves the thrill of racing and being at the track and you can't prise him off the Aprilia, whether he's actually riding it or even if he's just sat on it in the pits. He spends most of his weekend at a race meeting glued to the seat of the orange number 85 machine, often having to be forcibly removed by Readspeak's, Jerome when it's time to put the scooter back in the van! As for next season it's not yet clear what our plucky teenager will be doing.

The competition prize was for one fully-supported season and whether it will be extended or not by both Aprilia and Readspeak remains to be seen. During this season, David has picked up quite a bit of sponsorship though, so hopefully that will continue into next year and help him to finance his second season.



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Rare as rocking horse poo – Orange Arrows F1 paddock bike gets the custom treatment...

Anyone into Formula One will be familiar with the Arrows racing team. Well in case you haven't heard of 'em, the Arrows team was originally formed in 1977 by previous members of the Shadow team. They made an impact straight away when, in their second ever race in 1978, Ricardo Patrese finished second in the Swedish Grand Prix. Managing Director Tom Walkinshaw, managed to sign the 1996 world champion Damon Hill who nearly scored the team's first ever win in his only season with the team in 1997. Hill left for Jordan at the end of the year after unreliability spoiled his chances of adding more wins to his name. Jump forward to the 2000 season and the future was looking bright once again for the Arrows as mobile giants Orange bought the title sponsorship (a stonking 70-million pound deal). Consequently the team was officially renamed the Orange Arrows F1 team.



Official Orange Arrows merchandise



The Runner seen here was originally a paddock scooter and by all accounts it's one of only two in existence. When the Arrows team folded in 2002, the scooter went to Motorcycle Mayhem in Aldershot. When its current owner, Bez from Manchester (yep, the same Bez who had his other Runner featured last month) purchased it, it had covered just 2000 miles and it ain't done much more since. The paint job is based on the Orange mobile phone colours to match the Arrows F1 racing livery. Compared to the other pit bike, its 'twin', Bez tells us that, apparently, there's a minor difference in the paintwork at the rear of his scooter. Long-term readers may recall that the scooter we're referring to was indeed featured in TAG a while back (issue 8). Alas, the twin was nicked, trashed, burned and now resides in Margate harbour... "Bad do Fraser!" says Bez. If this is indeed true, then Bez's Orange race rep is the only one in existence, so as you would imagine it's quite sought after – "I've been told to name my price by various F1 fans, but I don't know if I can part with it". Who did the paint job? Even Bez doesn't know – "maybe the same people who painted the F1 cars? Or maybe it was Dream Machine? But that's just a wild guess".

Words and photos by Paul Robinson

THE FUTURE'S THE FUTURE'S



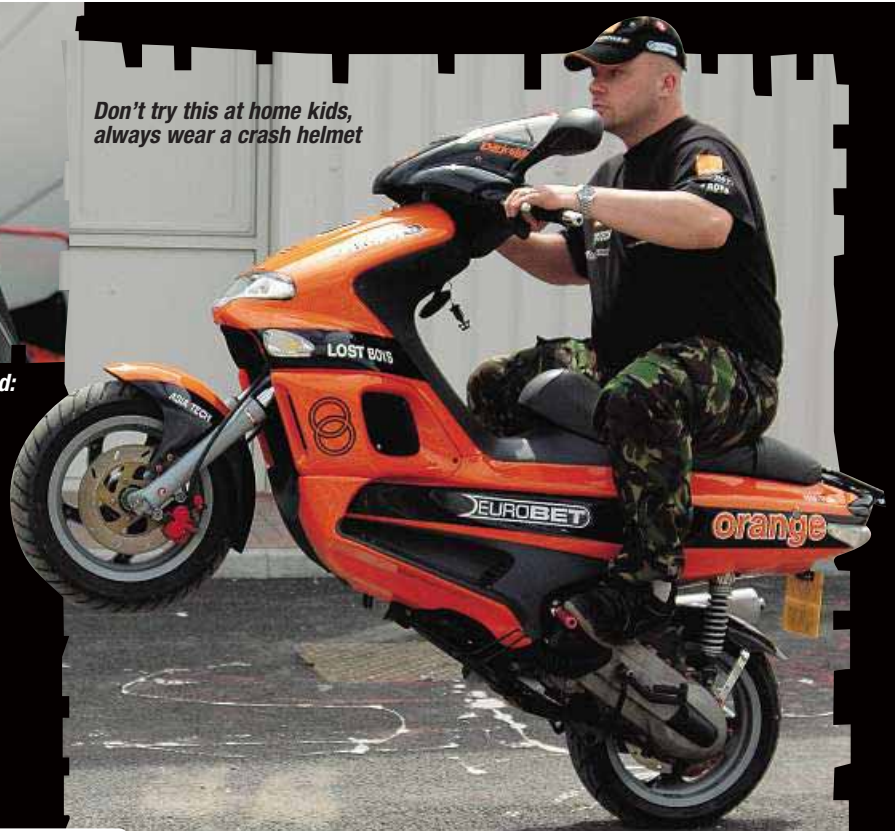
QUICK SCOOTER

The engine is a stock 180, apart from a Malossi air filter (carb up-jetted of course), and the recent addition of a PM59 exhaust (sprayed silver). Prior to this the scoot was fitted with a Kundo exhaust at our glamour shoot. And thus far the scoot has been reliable (touch wood). Although not much has been done in terms of tuning the engine, the scoot has numerous styling mods to talk about. The most striking of which (apart from the paint job) is the screen: "I've fitted a Vespa driver-type screen, they're as rare as rocking horse poo," says Bez. "It took me a long time to get hold of one and they haven't been made for a long time. I've since got another for my other Runner, but if there are any dealers out there who have any, let me know 'cos I'll always have another!" As for the rest of the styling mods, Bez has opted for a Toyota Lexus-style light at the rear, an undertray "a good German one," says Bez, a Gilera rear carrier plus loads of carbon one-offs. The carbon parts Bez made himself comprising of a hugger, air vents, footplates and a number plate bracket. And before you ask, he's stopped making them now, so if you fancied getting your hands on some for your own scoot – tough!

There's a wealth of Orange Arrows merchandise out there that (for collectors) are becoming more elusive to obtain. Bez (being the aficionado that he is) happens to own a few bits and bobs including a key ring featuring an Orange Arrows F1 die-cast racing car, an Orange Arrows beach towel, an Orange holdall and of course the attire he opted to model for us at the photo shoot. So you could say the man's a bit of an Arrows F1 freak. But would he sell the scoot? "Now that's the million dollar question... I can't decide," says Bez. "If I don't ride it for a while then I think 'sell it'.

Modified rear end: Gilera carrier, plus Lexus-style light fitting

Don't try this at home kids, always wear a crash helmet



VITAL STATS

Top speed: Till it blows!

Cruising speed: Just before it starts to blow!

Power output: Enough to blow it!

TUNING

Engine: Piaggio 180cc, Malossi air filter, PM Tuning PM59 exhaust

Transmission: Standard as the good Lord intended!

HANDLING

Suspension: Standard right way up forks (front), standard – building enthusiasm to fit adjustable! (rear)

Braking: Good ones that stop ya!

Tyres: Pirelli (front), Hutchinson (rear)

STYLING

Paintwork: Orange Arrows F1 racing team paddock bike

Other stuff: Lexus-style rear light, Gilera rear carrier, front Driver-type flyscreen, anodised bolts, foot pegs, one-off carbon parts (air vents, footplates, hugger), undertray with home-made carbon number plate holder and lots and lots of TLC!

THANKS TO

My missus Jaqi, without her I would be nothing! She is my world and

always by my side; my kids for making sure they remind me of the new football boots they really, really need all the time; Paul Robinson for knowing a good scoot when he sees it; Martin 'Petman' Hill for doing the honours on the intrepid journey to the studio; Dave for lending me the van to go just past Birmingham to pick this scoot up (Aldershot really!); my mum and dad for making it happen in the first place, oh yeah and my brother for being stubborn and not speaking to me for nearly two years! Get a grip bruv!

But when I do ride it, I change my mind, but I know I could sell it within minutes to F1 buffs so the option is always there". Whatever Bez decides to do you can almost guarantee he'll have another project on the go, and yep, it'll be another auto.

A fully-fledged member of the Darkside, Bez's days with trad scoots seem long gone – "you've gotta move with the times," he says, "this is the modern world"... The future's bright, the future's plastic.



BRIGHT, PLASTIC

BBC ONE, BBC TWO, BBC THREE!



Never work with children or animals are the first things you learn when you enter the world of television! What they don't also tell you is that you will have to be filmed, refilmed and filmed again, from several different angles, wearing the same smile and remembering dialogue you've just said over and over again!

Free TAG stickers are thrown into the ensuing crowd

When I first met Tim Foster he told me of an idea to get the scooter lifestyle in the spotlight by getting it featured on TV. I shrugged this off and said: "Yeah OK." Like they're going to want to feature scooters on mainstream television!

Fast-forward three months and I get a phone call from Tim: "The BBC have bought the idea, we do the shoot in July." Rather confused about what I have just been told it suddenly hits me that scooters are about to get a call from the wonderful world of Logi Baird (inventor of the television). The next phone call goes along these lines:

Tim: "Joe, you're going to be the main feature of the item on BBC's *Inside Out* programme."

Joe: "Oh!"

Tim: "You OK with that dude?"

Joe: "Erm, yeah."

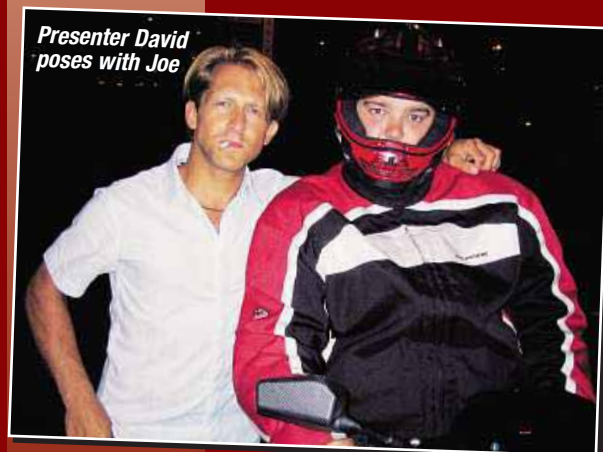
Tim: "Cool dude, I'm producing it, so we will get it shown in the right light. See you in July."

The line goes dead.

July arrives and I have taken the day off work with my brother James to get the bikes clean and film all the shots required from the workshop. The film crew arrives and filming finally gets under way at 3.30pm. You wouldn't believe the amount of equipment you can get in the back of an old busted Volvo (*Sorry Ben, it is a crap car*), including one cameraman (Ben), one



Another bad ass wheelie is put on camera



Presenter David poses with Joe

soundman (Kyle), one producer (Tim), a rather large camera, several lighting rigs, spare batteries, leads microphones and all sorts of other paraphernalia.

At eight o'clock we arrive at the local ped meet (which has been tagged onto the local car cruise meet in Dunstable). Soon anarchy is rife, with wheelies and burnouts left right and centre, all being soaked up by the lens. Then, all of a sudden, a fight breaks out and a crowd gathers round two girls scrapping over a boy apparently! An undercover police officer reveals himself from the crowd and removes the instigator of the fight.

Before we know it, two hours of filming are in the can and it's time to go home, but we will be back filming again in seven days. The sound hasn't recorded properly and many of the interviews have to be done again! Time to smile for the camera again. By this time I feel the only place the camera hasn't filmed is my arse! We end with four hours of filming to be reduced down into eight minutes of programme.

David Whitely, the presenter of the programme, is impressed at how many people are riding and modifying scooters, especially when he looks underneath James's Piaggio Zip's seat to be greeted by a Playstation – which he starts playing and realises the sound

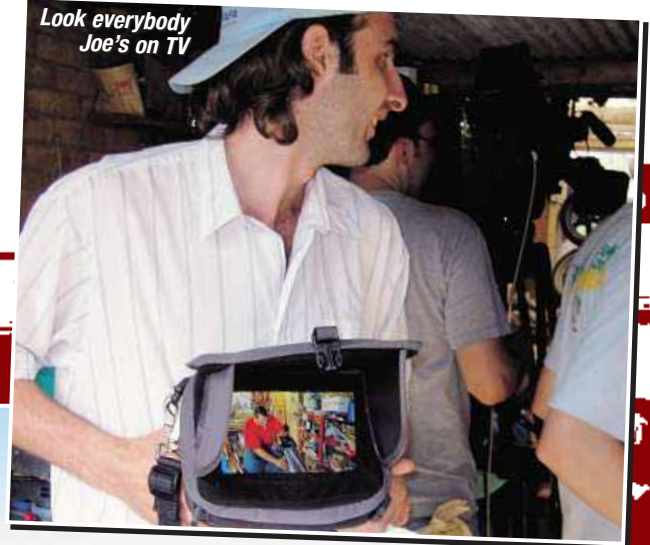
is being transmitted to the car sitting next to him!

The item for the programme is only eight minutes long and is transmitted in the South Eastern BBC region. However you can see the programme on Sky as BBC South East is available in the high-end regional channels. At the time of going to press the actual transmission date is unconfirmed.

Big thanks to everybody who rode up on the night to show their skills and bikes to the camera.

Joe Brown

*Look everybody
Joe's on TV*



The calm before home



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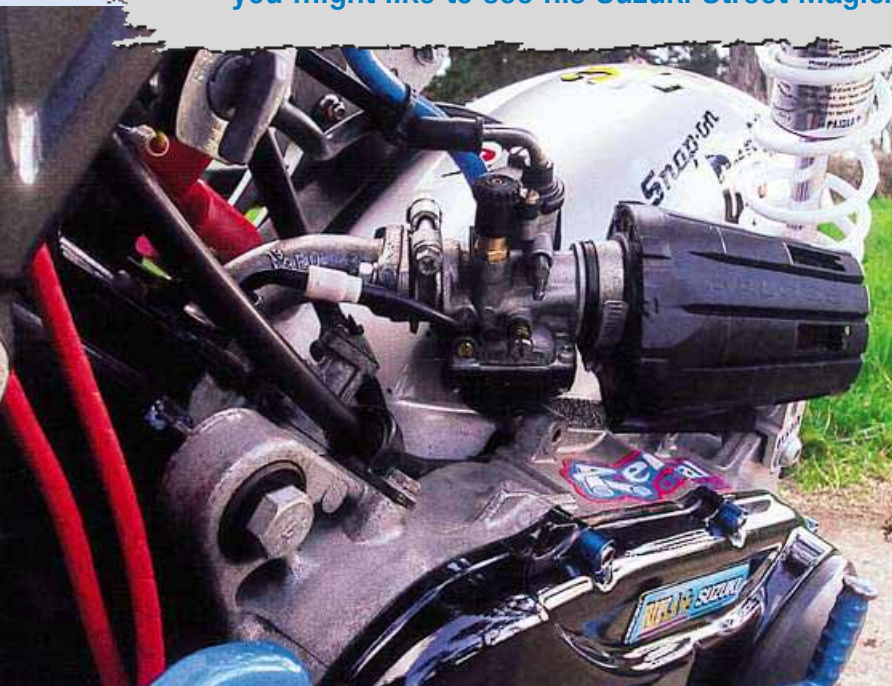


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Mad **Mag**ir on the STREETS



Having been impressed by some of the custom machines he's seen in *TAG*, Adam Eaton thought you might like to see his Suzuki Street Magic.



It started off its life as a 1998 Suzuki Monkey Bike, which Adam and his dad Kevin purchased for £400 off eBay. The bike was stripped down completely and the panels went off to Extreme Paintworks to receive a Rizla spray job. Malossi parts were ordered, including a 70cc kit, gear-up kit, variator, clutch and belt. Replacement mechanical parts were sourced from their local Suzuki dealer and were polished in preparation for reassembly.

Rebuilt the bike would only do 35mph, so a 19mm Malossi carb, Kitaco racing CDI unit and a Fresco Bigone exhaust were substituted – but still only 50mph! They couldn't figure it out, so the Suzuki was left in the back of their Motorhome while they travelled around Europe for three months. While in Gibraltar they fitted a new turbo kit, exhaust, side stand and a suspension riser, but still no luck – even after a scooter mechanic had it to work on for five days. They had heard that Street Magics were raced



somewhere in Belgium and while travelling there they met a lady called Katrienne (organiser of the Belgium Scooter Championship races, with Zips and Street Magics battling it out on the circuit). It became clear that these machines should be capable of 65mph – but this was with a racing ignition, which couldn't be fitted to their road bike because it loses all the electrics, thus making it illegal on the road.

After a hard search they located Belgian company HPI, who made ignition kits with an extra coil of wire to power the electrics. A kit was purchased and given to a Belgium mechanic with previous Street Magic experience to be fitted. Three days and several newly-drilled holes later, the set-up was complete. It proved to be worth waiting for as the Suzuki now has brilliant acceleration, good mid-range power and a top speed of 60mph. A long haul, but Adam and dad Kevin got there in the end.



Suzuki Street Magic

Owners: Kevin and Adam Eaton

Ages: 40 and 16

Occupations: Site manager and graphic design student

Scooter model: Suzuki TR50 Street Magic

Date purchased: September 2004

Inspiration: John Reynolds winning the championship in 04

Engine: Malossi 70cc cylinder kit, gear up kit, 19mm Dell'Orto carb, variator and five-gram rollers, clutch and springs; new belt, HPI inner rotor ignition; Turbokit 'R' exhaust

Suspension: Standard front forks; Malossi RS24 rear shock

Braking: New brake pad (front); standard rear drum

Tyres: Bridgestone ML50 120/70/12 (front); 130/70/12 (rear)

Top speed: 70mph (cruising speed 55mph)

Power output: 9.1hp

Paintwork: Suzuki Crescent colours, Silver Rizla, signed by John Reynolds. Painted by 'Extreme' paintworks, Wellingborough

Other unique details: 'Renthal' grips and bars; custom chrome mirrors; blue headlight bulb; 'Goodridge' braided brake line; 'TNT' blue rear LED light; 'Robot' titanium nuts and bolts, small number plate; 'ICM' side stand; 'IGM' suspension riser; 'Kosovo' booster bottle; small indicators.

Anything to add to the scooter: Stage 6 rpm gauge

Overall cost: £2300

Hardest part of project: Getting it set up right! Frederik, a Belgium mechanic, sorted it because in Brussels they race Street Magics in a championship.

Technical tips: Save some money up and take it to Belgium to get tuned!

What other scooters would you like to own: Piaggio Zip SP (Malossi colours)

Worst riding moment: Crashing and breaking my collar bone (not on Street Magic)

Best moment: Finishing the Street Magic

Anyone you'd like to thank: Extreme Paintworks, Wellingborough/Northants; Ian Bell (the mechanic); Katrina from 'Pocket Bike Centre' in Belgium (www.pocketbikecentre.be); Frederik, for fitting the ignition and setting the bike up. PERFECT!; John Reynolds; GFI trading and Pit Stop in Gibraltar

Pics Stevie P

THE BLATA QUADARD

Genius or stupidity?

The all-new Quadard concept is at first sight little more than a Supermoto style Minimoto bike bolted on top of four tiny race tyres to create a bike that doesn't fall over when you get off it. What those four tyres do

however is provide four times the grip of the already grippy Minimoto racer and allow for some silly rates of knots while going in a circular motion. Weighing as much as a decent sized crate of beer the single brake working on the rear axle has the hybrid stopping at F1 type rates (but don't go too mad as the real fun is to be had carrying the speed all the way around the bend and out again – usually on two wheels). Powered by a 39cc two-stroke engine the sound is right up there in chainsaw land with little respite from the high pitched whine created by the engine rewing its guts out just to get the centrifugal clutch to bite. There is nothing below 6-7000rpm as the clutch doesn't engage till after this point, so the overall effect is one of being at full throttle all of the time (because in effect you are).

Small in size and yet huge in fun, the heady mix of Minimoto and Kart makes for some ridiculous cornering speeds. At times it feels as if the whole thing

is going to twist in two as the solid rear end (like the similarly built front) strains to keep at least one wheel in contact with the Tarmac. This stiffness works in your favour once the feeling has been adapted to as there are no weak links in the chassis build (like unpredictable suspension units) as any compliance with bumps and grooves is provided simply by the tyre pressure. As confidence and speeds rise this eventually becomes critical in the battle that ensues simply getting the four-wheeled buzz bomb around the twists and turns of a kart track.

Once mastered the ride is addictive and the seemingly low top speed (on paper at least) of around 30mph is more than adequate for the smaller kart tracks found around the UK. Sat only inches from that high-pitched engine – and not much further from the Tarmac – any speed instantly feels like treble the actual figure, adding to the experience no end. Don't be fooled into thinking that because the Quadard is a sit-down affair that the ride is an easy one, because it isn't. Just like a two-wheeled Minimoto the rider has to work hard for his kicks with much body movement needed to get the flying chain saw around a bend. Hanging off into the bend is essential (as is leaning quite some way forward over the front of the machine on the exit of bends) and this



VITAL STATS

Engine:	Single-cylinder, two-stroke air-cooled
Capacity:	39.9cc
Power:	3.4hp @ 11,000rpm
Torque:	2.58 ft-lb at 6400rpm
Transmission:	Centrifugal clutch, chain final drive
Starter:	Pull cord
Frame:	High tensile steel tube
Front suspension:	None
Rear suspension:	None
Front brake:	None
Rear brake:	119 mm rear disc cable operated
Front wheel:	3.00 x 4in split alloy rims
Rear wheel:	3.00 x 4in split alloy rims
Length:	1000mm
Width:	590mm
Wheelbase:	880mm
Dry weight:	29kg
Fuel capacity:	1 litre
Colours:	Red, Blue, Black, Union Jack and many more to come
RRP:	£499
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repeated shifting of your upper body really takes it out of you after a few laps. It certainly is a great way to keep fit and stay in shape while having the time of your life.

Being a Blata the overall build quality is exemplary – just like the huge range of two-wheeled machines they already manufacture. The steel tube chassis is expertly fabricated and welded and the plastics are both tough and well finished. We already know the Blata engine is a rugged beast too as the countless Minimoto racers will attest, making the new Quadard a guaranteed and reliable success. Hopefully soon the Blata people will announce enhanced

versions of this new machine, perhaps using even more powerful engines like the ones fitted in the Origami B1 and Elite bikes. Imagine four times the power output and the tenacious grip of those four tiny tyres. Now that move would make the Quadard a more interesting proposition indeed.

They reckon the only difference between genius and stupidity is that genius has its limits while stupidity has none. On the face of it the Blata Quadard is a silly looking toy more in keeping with the latter part of that statement and yet in reality it is pure genius.

The only limits are the fun your mind can conjure up.

CP



DARLEY MOOR

FROM THE OTHER SIDE OF THE FENCE



Iggy in action at Darley Moor

If you're a regular TAG reader you'll have noticed that I've been following the scooter racing for the past couple of years. Recently though I've been sick of standing at track side watching everybody having fun, so I've got my race licence and just done my first meeting at Darley Moor.

Things didn't go to plan to begin with, the bike I'd arranged to borrow wasn't available so a few days before the event I had to fetch my own Dragster panels back from the sprayers and start building it up and prepping it ready to race. Not an ideal choice, but better than not racing at all. After spending a full day getting my

RACE ONE

The warm-up lap showed the scoot was still handling like a wheelbarrow and the brakes were about as sharp as a cucumber, but at least the scoot accelerated well and was fast in a straight line. I took my place at the back of the grid and waited for the flag to drop and the lights to come on. My tactic was to wait till everybody else cleared off so as not to get caught up in any first corner carnage. Adrenaline was mainlining through my system as the 30 assorted machines revved up and waited for the signal. The red lights go off and a surprising calmness replaces any nerves I'd had. Scott Rodgers was just in front of me on the grid but he scythed through the pack. Within seconds Eddie Goode gets nudged by another rider and is thrown onto the track, his Runner slides away in front of him and luckily everybody manages to miss him. Craig Bewey and Ben Douglas lead the autos through the chicane and into Park corner (Bewey later crashes out). I pass a few riders on the straight, but struggle a bit getting the scoot around the right hander. Luckily there's plenty of power on tap and I make up ground through the esses. Head down along the Pope Straight and I slipstream a couple of Zips and pass them before the fast right Paddock corner, I drift a bit wide but manage to keep on the gas. By lap two Rogers has claimed his place at the front but Ralph Saxelby on the Lambretta Special is closing the gap and he puts in a fastest lap of 1:14.09, three seconds faster than his best time last year at Darley! I lock the back end up on the brakes going into the hairpin and lose a bit of time (and a couple of places) but claw them back before the chequered flag. Saxelby takes the lead and holds Rogers off to the flag. Just as the leading duo cross the line, Jon Uffindell crashes out at the hairpin and the race is red flagged – just as well really because my engine bolt had just dropped out!



Auto results

1	Scott Rogers	Dragster 172
2	Ben Douglas	Zip 70
3	John Woods	Zip 70
4	Damon Tunnicliffe	Zip 70
5	Iggy	Dragster 172
6	David Sumner	Aprilia SR 70
7	Stuart Dean	Gilera 189
8	Martin Cook	Zip 70
9	Greg Hillman	Zip 70
10	Roland Davis	Zip 70
11	John Howe	Zip 70



own machine ready I phoned PSN to order some new brake pads, Andy asked what I was doing and within half an hour he'd phoned back saying "I've got a spare frame, panels and a 'Delirium' road tuned engine here you can borrow if you want to come and build it?" A 25bhp motor was going to be a bit more competitive than my own standard 172cc so I snapped his hand off. Two full days later and I'd finished building the scoot and it'd been on the Dyno to set it up properly, The Dyno had found an extra two hp so things were looking up! I also fitted an on-bike camera system (courtesy of www.bikecameras.com much cheaper to hire than you'd imagine and good quality) with a forward and rear facing bullet cam attached to a recorder which was safely stowed under the seat.

PSN's 'proper' race scooter is being ridden for the rest of the season by Scott Rogers, a former scooter racer who up until recently was competing at top level in the British 125cc GP class so it'd be interesting to see him making a return to scooters aboard the feisty Dragster. It's nice to have time to get used to a bike before racing, but neither Scott nor I had even sat on the scoots until the morning practice session. Scott snapped an exhaust after less than two laps so his first proper ride was in the race! I struggled a bit with the handling on mine, so a few suspension tweaks were in order before the first race.



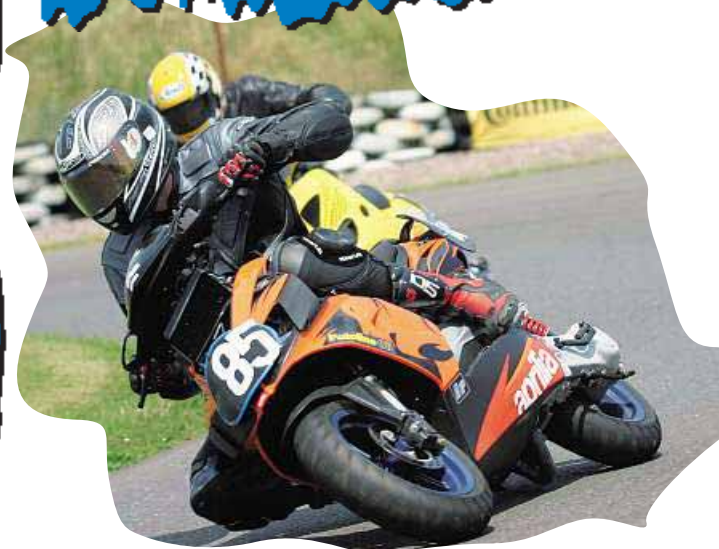
Auto results

1	Scott Rogers	Dragster 172
2	Ben Douglas	Zip 70
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6	Damon Tunnicliffe	Zip 70
7	Mark Shirley	Zip 70
8	Iggy	Dragster 172
9	Stuart Dean	Gilera 189
10	Martin Cook	Zip 70
11	Greg Hillman	Zip 70
12	Roland Davis	Zip 70
13	Eddie Goode	Gilera 172
14	John Howe	Zip 70
15	Russell Simmons	Zip 70

RACE TWO

I replaced the missing engine bolt and tightened everything up then adjusted the suspension before the second race, so hopefully the handling would improve a bit.

The lights go green. I make a better start this time passing Eddie Goode on his 172cc Runner before the first chicane. Craig Bewey leads the autos for the first lap with Ben Douglas and Scott Rogers close behind. I pass Stuart Dean on his cutdown 172cc along the back straight and get our competition winner, David Sumner in my sights. The Dragster is handling a bit better in this race, thankfully. I close the gap on David at the hairpin then slipstream him down the back straight, move out to make my pass then brake as late as possible into Paddock. Just as I tip the bike in David fights back forcing me to sit up. He goes wide but manages to regain his position. At the front Rogers is leading by a few seconds but wily veteran, Saxelby (who, according to Andy Pearson "Is like an older version of Rossi, he sits there reeling them in and then pounces on the last lap") is getting closer. Rogers gets caught up with a back marker and the gap closes to a few tenths, thrilling the spectators, Saxelby gets a good tight line around the final corner, Rogers goes wide and Saxelby crosses the line a wheel's length in front (although he's later given a five second penalty for a jump start). I manage to get past David again and find myself stuck behind Mark Shirley and Damon Tunnicliffe; I can't get by safely so plan to get them on the line. Lambretta rider, James Campen somersaults down the track as I get to paddock corner – nine out of nine for artistic interpretation! I try but can't pass the two Zips before the line and I finish in 16th on the track and second in my class.



Well that's my first race meeting over with; hopefully I'll be able to make a couple more meetings before the end of the year. If you've ever fancied a go yourself get your licence and try it, you won't be disappointed! For more info check out www.scooterracing.org

DISCLAIMER: The writer and the publisher of this article cannot be held responsible for any injury or damage caused as a result of attempting to undertake any of the tricks described here. You do so at your own risk.

METHOD IN

PART TWO: BURNOUTS AND STOPPIES

Greetings Tarmac surfers. Last month we gave you the low-down on how to pull wheelies. In this, the second part of our stunting guide we will mostly be burning rubber and practicing the emergency stop in style...

SAFETY FIRST

First and foremost, find an area where it's safe to practice, eg an empty car park or industrial estate or better still, on private grounds. Remember that it's against the law to perform stunts on the street or in public places where you could potentially put other road users, pedestrians or animals at risk. So don't be a cupid stunt and put on a display in front of your local police station. Wear protective gear, which means a decent lid, leather gloves and a protective (preferably armoured) jacket. Got it? Good, then let us begin...

BURNOUTS

If you've been to a few drag race meets, then you'll have no doubt seen 'em. Burnouts are usually performed in order to heat up the rear tyre to improve traction and provide extra grip. So if you're not at the drag strip, the only other reason for doing a burnout is clearly visual. So, how do you do it? With the bike at a standstill, put both of your feet on the floor and lean over the front of the bike, this will make it lighter at the rear wheel. Apply the front brake then twist the throttle so that the rear wheel starts to spin. Make sure that the rear wheel is actually spinning otherwise you'll be burning out the clutch instead of the tyre! Make sure you're doing this in an open space so that if you do release the brake suddenly you're not going to ram into anyone or anything.

Words by
Paul Robinson
Photos by
Paul Robinson,
Inne Meys @
Scooter Tuning.net

THE MADNESS

Can you tell what it is yet?



DONUTS

Be prepared for some sky high tyre bills! As the name implies, a donut involves rotating the bike in a circular motion while doing a burnout. To do a donut ideally you need to have enough power to begin with, so above 50cc ideally. Proceed as you would doing a rolling burnout, and once you've got the rear wheel spinning on the spot, turn the handlebar right so that the back end goes left and vice versa. Try making a small turn to begin with and proceed to do long wide circles as you progress. You'll have to step off the bike in order to rotate the bike using the front wheel as the pivot point.

Tip: Smooth Tarmac after it's rained is more conducive to an easy spin.

ROLLING BURNOUTS

Begin by doing a normal burnout as outlined above. Then once you've got the rear wheel spinning and starting to produce smoke, gently ease off the brake and let the bike roll forward. Obviously you still need to apply some degree of pressure to stop the bike from darting forward or moving too quickly. Lift your feet up off the ground as the bike begins to move.

STOPPIES

The techniques involved in doing stoppies seem to be pretty much universal. Greg 'Shady' O'Connor from Pontefract, West Yorkshire can often be found down at the local industrial estate practicing on a Sunday afternoon. Greg's tips:

"The first thing you should do is check the surface you're going to practice on. Don't try to do a stoppie if there's light gravel or similar. And check that your brakes work correctly before you try anything like this. To do a decent stoppie ideally you need to be going at about 20 to 30mph, which seems fast but it's needed. So when you're riding along, pull the front brake until your forks compress, then pull in harder. Don't snatch, try to bounce on the back seat and pull in harder if it's hard to come up! The harder you pull the brake, the higher the back will rise! Then just try to come to a stop, either by letting off the brake and let it drop, or hold it so the bike is stopped dead still. Release the brake if you feel a skid coming on. At the end of the day, stoppies aren't for amateurs. I'd say you need to learn wheelies before you try 'em."

Some would say that there's more skill involved in performing a stoppie compared to doing a wheelie. The main problem is the bike tilting too far forwards and toppling over the handlebars. Greg: "Think about it, you're leaning face first into the muck so it's a mind f**k too! I've been over the bars on a mate's Yamaha Neos... The problem is you can't rescue a stoppie if you go too far over! Stoppies are more dangerous than wheelies as you can't rescue a 'too steepo'. You're either over or you're not. A wheelie can be rescued with a sharp pull on the brake, with stoppies it's all about pure skill. Plus there's the fact that you can skid and get a tank slapper..."

To do a decent controlled stoppie you first of all need to get the speed right, so don't go too fast. Ride along at around 20 to 30mph, use the front brake and apply firm and progressive pressure while leaning forward in order to bring the back end up. Sit with a rigid posture and keep your feet firmly on the footboards in order to help brace yourself against the stopping force and to stop you from falling too far forwards. One thing to note if practicing for a long period of time, is to watch out for brake fade. The more you use your brakes, the hotter they will get and this ain't good for stoppies.



From the Netherlands here's Glenn van Damme

ROLLING STOPPIES

So what about rolling stoppies then? Greg: "To do a rolling stoppie, make sure you're doing a good 30mph+ and pull in the front brake, but this time try and get the bike to tilt forwards to a higher point. Gently ease the pressure off the brake so as to still be able to roll while balancing the bike in this position. This stops you from coming to a complete halt and not being able to ride off. To lower the bike, lean back. Or if you want to make it look more styleee, you could give the brake a hard pull when you're nearly stationary to produce a higher stoppie before you stop."



Feet-up stoppie, Croatian stunt rider Dario 'Waynder' Miljanovic



All right, now that's just showing off...

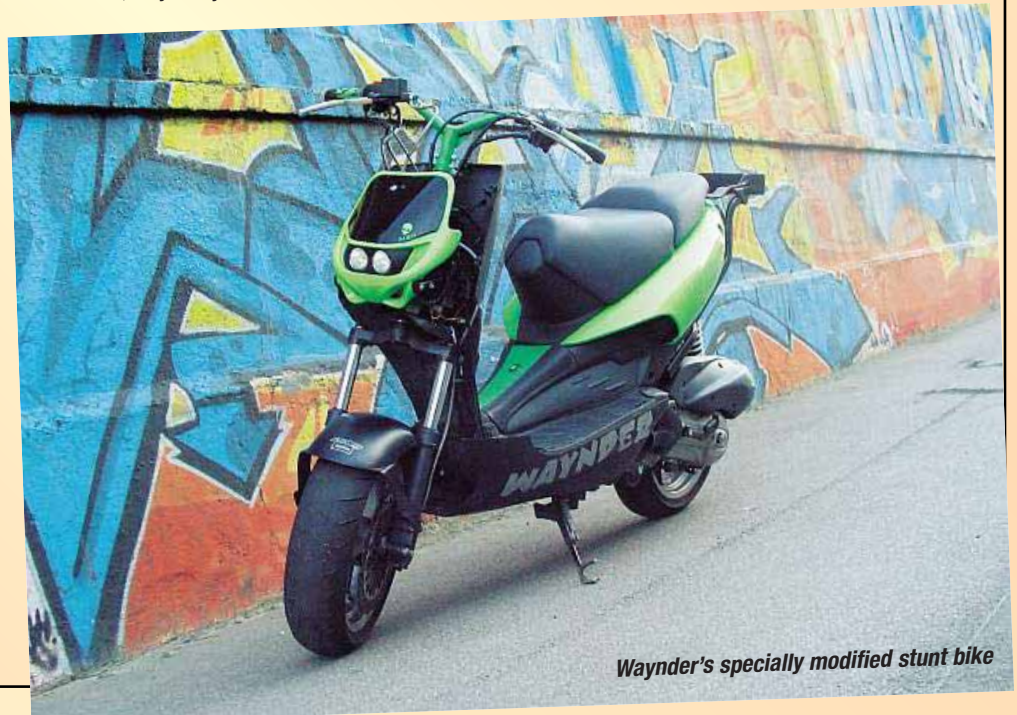
TECH TIPS

Of course, some scooters are easier to do stoppies on than others. Even the best stunt riders may find it harder to perform a stoppie on say, a Dragster 125 or 180 for example. As for maxi-scooters, I've yet to see someone do a proper stoppie. Dragsters you would think would be up to the job compared to the weight and length of a maxi-scooter. But there are a few reasons why they are difficult to do stoppies on. For starters the Dragster has a longer wheelbase compared to most scooters and it's weightier which is mostly due to the frame. So it's somewhat easier to perform a stoppie on scooters that have a shorter wheelbase, like the Gilera ICE or Yamaha Slider which are great for stunting. The Dragster's innovative SIS suspension configuration, good though it is for cornering, isn't conducive to stoppies since the forces acting on the suspension are transferred away from the front wheel towards the centre of the bike whenever you brake or ride over a bump. So scooters with traditional twin fork suspension are better suited.

If your brakes are no good, don't even bother. Ways to improve your braking are to fit some sintered brake pads, along with an aftermarket (eg wavy) brake disc. Steel braided brake hoses can also help, although on some scooters they

come already fitted. If you think topping up the brakes with silicone brake fluid (ie DOT 5) it's gonna help. Don't do it! For a start, DOT 5 isn't compatible with regular brake fluid (DOT 3 / DOT 4). It's harder to pour without introducing bubbles and this will result in the brakes feeling soft. Furthermore, moisture can still get into the system and cause corrosion. So, stay away from DOT 5!

Last but not least, fit some decent tyres and practice on a grippy surface. A smooth or wet surface isn't safe for stoppies and can be dangerous, so be careful and don't forget to look out for gravel. Brace yourself for the third part of our stunting guide as we'll be taking a look at the methods behind the madness of freestyle stunting.



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LCRRRC



Claiming to be the UK's largest Minimoto race organiser, the LCRRRC runs two regional championships (the SEMRC in the South East and the North of England and Eastern Counties Minimoto Championship). These championships cater for those people who want to keep travelling and other costs to a minimum, but still have maximum fun. As well as Minimoto and Pocket Bike, these two regional Championships also run a class for Minibikes (X-Sport) that takes place on Tarmac in a Supermoto style.

The LCRRRC National Championship is for both Junior Minimoto (at a more serious level than the regional Championships) and for various gearbox classes. These are the next step for aspiring junior road racers and consist of the Conti Cup UK (a 50cc British Championship), the GP50 Junior and also a 70cc GP for the more advanced juniors and adults.

The club claims to be unique to the UK, as it offers a path for junior racers starting from basic entry-level Minimoto from the age of seven and progressing through Conti Junior road race bikes and onto the Jawa GP race series they co-run with EMRA at Mallory Park. This path gives young riders a similar career path to those available to young riders in both Europe and Japan.

The LCRRRC has over 300 members and the meetings are family orientated. It also gives adults wanting to race motorcycles a chance to do it genuinely on the cheap with the emphasis being on having fun.

The club also offers training facilities for young riders of every discipline. They are based at Trax Motorsport in Preston where training days and schools are available for road racing, Minimoto, Junior Supermoto and Motocross. There are also regular practice days. Phone 0870 443 6813 for further information.



SEE YOUR CLUB FEATURED IN TAG!

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Dressed to get down and dirty

We at TAG thought it only right to look at the different kind of kit required to stay safe in an off-road environment. Thankfully our model Becky offered to get her kit off and ours on to demonstrate what goes where. You can fix your bike (even buy a new one if it gets too badly damaged) but a body as good as hers needs protecting properly.



Riding a vehicle of any kind requires a good quality helmet, boots and gloves to be worn at all times, along with some stout clothing, covering the sticky-out bits, knees, elbows etc. Crucial to any kind of dirt riding stuff is the use of even more substantial form of body protection covering virtually every area of potential contact as you never know when the inevitable is going to happen.

Off-road riding of any kind, although usually associated with fun and leisure riding, is fraught with the kind of simple mishap that if it were to occur on the road would be of little consequence and yet those little stones and the odd rock sticking out where you least need it will cause far more impact damage than a relatively smooth Tarmac surface. Even quad riding can be a tough task to perform safely – you may think four wheels are safer than two and to a certain extent I would agree, but when things go wrong those quad bikes are heavy things. Imagine flipping one over backwards while going uphill for instance or tipping one on its side with you underneath it. You will be glad of wearing some decent kit should that happen.

Body armour is essential for those all too frequent tumbles and this is usually made up of moulded plastic

with foam lining that fits neatly around the corners of your body and also protecting the chest and spine areas with a thick layer of dense plastic. Do not underestimate the importance of the front and back of your upper torso. The daftest fall can be serious, often irreversibly so, without this kind of protection.

Seen here is a complete jacket that comprises all of the upper body protection in one garment providing superb coverage of the important fragile bits and also preventing the separate items from moving from their proper position as you ride or fall off.

Similar moulded plastic protection is available for the knee and shin area and this should be bought at the same time as you get a pair of boot as the two have to work in unison.

Over all of this armour fits the outer





multitude of straps and buckles but once in them and they are adjusted correctly your feet, ankles and lower legs should be fully protected from most eventualities.

Thankfully recent years has seen the cost of top quality helmets fall to a more reasonable level, so now a gold standard lid is within the reach of everybody's budget.

If possible match the helmet to a pair of good quality goggles to ensure they fit the aperture and feel comfortable and more importantly make sure you always wear them as eye protection is often over looked and this can prove to be bad practice. That same stone that will hurt like hell if it strikes a knuckle will be ten times more destructive should it hit an eye. Imagine not being able to see when flat out on a crosser – well you won't be on it for long that's a fact! It doesn't have to be something hard either. A fly, wasp or the like can be just as damaging. To make matters worse no one is throwing them at you and you rarely see them coming, so don't ever take eye protection for granted.

If the correct kit is worn then off-road riding is no more dangerous than any other kind of riding, it will make the experience a more enjoyable one for all concerned safe in the knowledge that every possible angle has been covered before you begin.

layer of clothing, the size of which should be slightly larger than your normal clothes to allow for the extra bulk of kit underneath. MX trousers are tough cookies made of super strong material that will take the knocks and scrapes well, MX shirts on the other hand are more akin to knicker silk and have no propensity for staving off anything more than a mouse fart – so don't ever ride with just a shirt on. If it is so hot you can't stand it any longer ride with just your body armour on, but never the other way around.

Gloves should be super flexible in the palm area for good feel and control, while the backs should include some form of protection against flying stones thrown up by other bikes. The mega confident out there will be thinking of just staying in the lead to prevent this but, in the real world, a stone hitting your knuckle can be a very painful thing to have happen. So from the outset try and prevent it from hurting when it does happen.

MX boots are stiff, heavy and bulky things for one good reason. Your feet go through hell when riding off-road, you will use your feet to keep the bike upright more than you will ever realise and in any kind of tumble they will receive a right battering, so no other kind of boot is up to the job. MX boots can take some getting on with the



Kit price examples
(based on items used to illustrate article)

Lazer MX6 chromium helmet	£139.99
Wulf jersey	£24.95
Wulf jeans	£74.95
Wulf full body armour	£59.95
Wulf knee protectors	£14.95
Wulf boots	£89.95
Wulf gloves	£14.95

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Ozi's Honda Hornet 600



Joe Watkins' Delirium-tuned 36hp Dragster, pictured here doing a burnout at Avon Park



From Croydon, here's Mark Tatum's Ducati Breil-styled Dragster fitted with all the usual Malossi go-faster goodies plus a Scorpion pipe and Bitubo front shock absorber



Notice the alloy footplates on M Green's (he didn't give us his first name) Runner 125VX. His mate made them for him

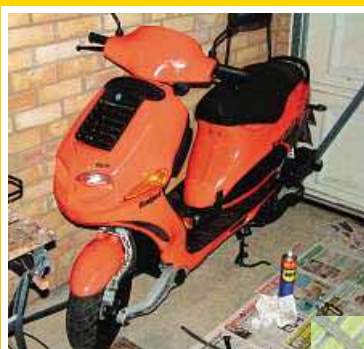


Martin Thompson's Runner



Mark (aka Minkyminer) from Surrey sent in this pic of his old Formula 125

Michael Bellinger's Piaggio Typhoon has lots of Malossi goodies fitted including a 172 kit, variator, rollers/belt, 25mm carb/filter, gear up kit, clutch spring (blue) and a torque driver. He also has a PM52 exhaust



From Peterborough, here we have an Italjet Formula 125 twin and a Piaggio NRG which has 21,000km on the clock; it's also got a Tecnigas pipe on it and some police-style strobes under the grill. By all accounts it's gonna go through some big style changes this summer with some LED lights being added plus a load of tuning



From Stevenage, here's Barry Smith's 4T 'Rossi Runner' VXR (previously featured in our 'Brit Pack' series) pictured here with a shortened rear plate holder. Barry's currently waiting for some parts back from the coaters for some extra bling, then maybe an undertray and new number plate fixing by the end of summer



Ozi's Dragsters

Here's your opportunity to show off your ride to the rest of the world, here we've got a mixture of both modded and standard bikes from across the UK. A big thanks go out to TAG readers and members of www.italjetdragster.com for sending in their pics.



Butchy's Dragster in Telford. Pictured here with a seat pod and chopped down number plate bracket



Drag Buddy's Dragsters in Wolverhampton



From Luton, here is Joe Brown's 'Silver Dream Racer', now fitted with 13in wheels front and rear covered in an 'experimental' Chromax coating. Still to come is a full paint job and seat trim. Current mods include a Scorpion pipe, NRG handlebar cowling, NRG mudguard, carbon fibre undertray, one-off blue weave carbon hugger, Gilera ICE number plate holder, remote-controlled accent LEDs, windowed flywheel cover, carbon footplates, wavy brake discs, Goodridge brake hoses, a raiser suspension kit from SIP and a Bitubo shocker



From Chichester, here's Carl's Piaggio Typhoon 172 (seized, reverted back to 125 for now) fitted with a carbon lens kit and PM52 worst. Alongside it is his mum's custom Speedfight 70 with three-tone flip paint (white, purple, green).



All the way from Germany, here's Maxceem's Dragster looking pretty sweet... Spot the modified air box.

From Clacton-on-Sea, here's Tango SR's Aprilia SR 172.



Paul R's 'FREAK' project in the workshop. The paint scheme was done by Alan Turner and is based on the record sleeve art by The Designers Republic, in particular the record sleeves of LFO and Autechre. The engine has been Malossi-fied with a 172 kit, a gear-up kit plus all the usual transmission mods. Paul's also fitting some wheels to match the paint job, painting the engine cases silver and getting the seats reupholstered in matching camo



From Exeter here's Alex's Drag.



Yet another picture of Paul from Devon on his Gilera 200VXR but this time as racing along the Torbay Ring Road in Devon. The scoot has clocked 10,000k now and still turning heads in with its distinctive sound and new Williams F1 paintwork.



Matty D's custom Drag ("I bought it from a strange man in a Little Chef car park one day... Ain't that right Loz?"). And his custom Pepsi Vespa.



PIMPIN' YOUR RIDE

Wanna see your pride and joy gracing the pages of TAG?

Then why not send us some pics of it?

Preferred method is via email (preferably large, high resolution files – so that they print better) to either editor@italjetdragster.com or directly to us here: mauspencer@twistngo.com (it is worth remembering that TAG's automatic virus checking system may well reject messages from hotmail accounts because of the amount of spam and viruses they generate).

And don't forget, when sending in your pics, tell us your name (or nickname), your location (we don't need your full address) and a bit about your pride and joy. We can't guarantee that we'll be able to print every machine, but we'll do our best. So what are you waiting for? Pimp YOUR Ride...

X-Race

2005 SERIES

CRASH 'N' BURN

ROUND 4 (26 JUNE)

EAST KIRKBY, LINCOLNSHIRE



Alan Day managed to break out at this round, leaving Martin Hill to claim the 10 points in the 15.5 Class

BE PREPARED

Preparation is the name of the game when it comes to drag racing. Indeed 90 per cent of it boils down to how well set up your scoot is. Andy Pearson found himself resorting to drastic measures in order to get the Aero sprinter ready for action. What he ended up doing was typical of his Scrapheap Challenge-style approach to tuning. Andy's latest 'innovation' comes in the form of a unique balsa wood carb manifold spacer, I shit you not! Well it seemed to do the trick, the proof was a 12.85 @ 97mph. One wonders where he will get his inspiration from next... B&Q? Wickes?

Andy's rival, Paul Melici, has been a busy man (as usual) since the last round with the PM sprinter now kicking out 38hp on the dyno. And Joe Elliott could be found piloting the machine once again. Due to poor track conditions Joe managed to completely wreck a Hutchinson Funzy tyre, due to the amount of wheel spin up to around the 60ft mark before the tyre would eventually hook up. "Thankfully the wheelie syndrome didn't rear its ugly head," says Paul. "The amount of power some of these machines are putting down through a contact patch smaller than a hard boiled egg is amazing! With recent frame extensions, I think we've got the balance of tractive force nearly right now for most venues."

Prior to this round Paul had turned up the wick somewhat for East Kirkby towards his goal of achieving a late 11-second run later on in the year when the conditions should (hopefully) be a bit more favourable. Despite the hot conditions at this round, the day ended with a fantastic result of 12.33 @ 98mph (just three hundredths of a second off the quarter-mile record which Joe achieved back in October). As for that 11-second run... "I'm very optimistic that the current power output on the right day should

Come on let's twist again, like we did last summer.
Let's twist again, like we did last year...

Well I don't know about you, but the last thing I wanna hear is Chubby Checker. The sound of screaming two-strokes being thrashed on the other hand, now that's more like it – music to my ears. And what better place to twist (the throttle) than up the drag strip? In this case, East Kirkby, Lincolnshire on an airstrip seemingly in the middle of nowhere... (in actual fact just down the road from the TAG offices!)

<http://www.pmtuning.co.uk/>



do the trick," says Paul, "with a new exhaust system currently showing favourable results and a couple more clicks here and there we should have a comfortable cushion to set a new 11-second target record time."

For most riders East Kirkby was a little disappointing. This was mainly due to the hot weather, poor air conditions, and a slight head wind (unusual for this venue). Kevin Jones from Sunderland has come a long way since his days in the heady heights of the 17-second bracket. At this round he could be found doing low 14s on his Dragster. The latest modifications to his machine include a Ramair induction-style air filter, ie a section of drainpipe used to (in theory) funnel air (or small rodents) to the carb. The first run of the day went well with a 14.21 @ 86mph which happened to be his quickest time of the day putting him in second place overall in the 13.5 Class behind Richard Baker. Alas, by Kev's 12th run of the day, his exhaust had snapped so it was time to pack up and head for home for a spot of welding.

Richard Baker therefore scooped the 10 points in the 13.50 Class where he could be found racing his 'Frightened Chicken' 238cc Lambretta sprinter. And no matter how hard he wrung its neck, he couldn't get it to go above 92mph and that was with new rings fitted. Whatever it was, air temperature/humidity/wind, Richard was six to eight mph down on terminal speeds with a best time of 13.78 @ 92mph.



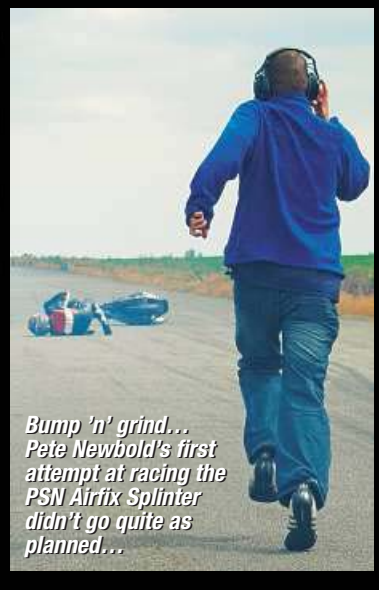
Thrashing it in the countryside... Paul Allen (Typhoon) and test pilot Adam Monan racing the Two Wheels Ahead sprinter



From London, here's James Maclean racing his Honda race rep 31hp Typhoon

BUCKAROO

You may recall that there were some pretty bizarre goings-on this time last year at East Kirkby, well this year wasn't without drama either... At the request of Andy Pearson, nine stone Pete Newbold tried his hand at thrashing the PSN Aero sprinter up the strip. In theory it was thought that Pete might be able to achieve some quicker times up the strip given that he's lighter than Andy. So there was Pete raring to go at the start line. Shortly after the lights went green it all went a bit Pete Tong... A few meters after pulling away the back end started to wobble. Pete tried to counteract this by steering slightly in the opposite direction. This had a pendulum-type effect resulting in him losing control. To the dismay of onlookers and members of Pete's family, he ended up flat on his back motionless... "I remember seeing sky - track - sky," says Pete, "and the next thing my son was standing over me crying and holding my arm. It took the paramedics a while to pick me up, I winded myself real bad and couldn't breathe at all... I have quite a bad graze, well the skin has gone off my shoulder and my hip is very painful. My ribs took the full force as I was still holding onto the handlebars as it slammed me into the track." What all this goes to show is the aggressive launch that the Aero sprinter is capable of. It kicks like a mule! Luckily the sprinter wasn't too badly damaged, although a small crack can be seen on the engine casing just above the

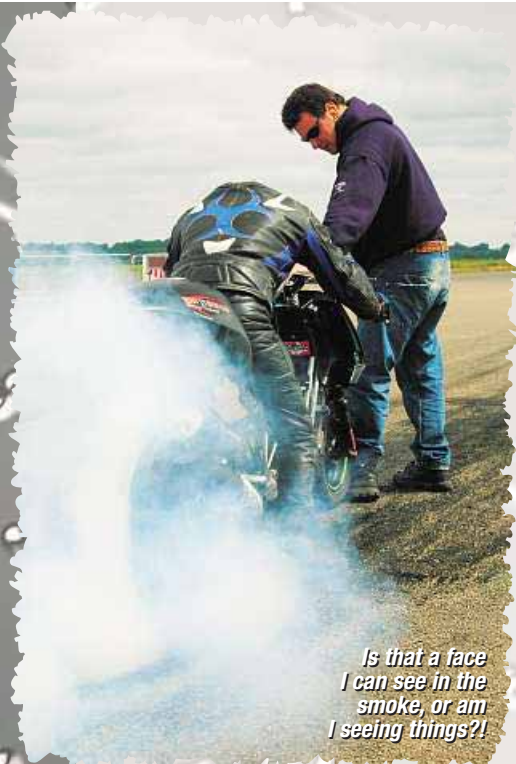


Bump 'n' grind... Pete Newbold's first attempt at racing the PSN Airfix Splinter didn't go quite as planned...



<http://www.ve-uk.com/>





Is that a face I can see in the smoke, or am I seeing things?!

flywheel. A short while after the incident, Andy Pearson had his leathers back on and continued to race. "In between his fits of laughter Andy has asked me to ride it again at the next meeting," says Pete. "I've taken him up on his offer, but I'll give his bike a whole lot more respect next time. Not to say I didn't have respect for his bike in the first place, just not enough." Aside to all this, check out Pete's time on his own Drag - 12.91 @ 96mph - fantastic result but also means that Pete has now moved up in to the 12.3 Class!

Joe Elliott ready to kick some big bike ass!



ELIMINATORS

As well as doing my usual reporter type stuff for TAG, I managed to get a bit of racing in, and after six runs I found that I simply could not keep the front wheel down. Power wheelies on every run up to at least the 60ft mark meant that my times were inevitably slower. Add to this the choked effect on my engine due to knackered reeds didn't help matters either. In which case, a 14.30 @ 84mph was the best I could do. The Eliminations rounds (run by Straight liners) were a lot of fun though. X-Race newcomer James Maclean could be found thrashing his 31hp PSN-tuned Typhoon in an attempt to try and beat me on me Drag... Better luck next time James! The lad's now got the drag racing bug and like the rest of us is looking forward to the next round at Santa Pod. The Eliminations rounds for me were the best bit of the day, despite the fact that your concentration is waning come late afternoon. Joe Elliott did exceptionally well on the PM Sprinter with a qualifying time of 12.33 @ 98mph which is just short (three hundredths of a second) of the record set at Elvington last October. It was just a shame that he didn't beat the Suzuki GSX 750 in the 12.30 Eliminators, this is what he was up against:

QUALIFIERS

Stuart Donald - Suzuki GSX 750cc (12.32 @ 105mph)
 Joe Elliott - Italjet Dragster 172cc (12.33 @ 98mph)
 Mark Hesketh - Suzuki Bandit 600cc (12.39 @ 106mph)
 Ian Cross - Suzuki Bandit 400cc (12.39 @ 105mph)
 And this is how it went:

SEMI-FINALS

Stuart Donald - Suzuki GSX 750cc (12.44 @ 98mph) - Win
 Ian Cross - Suzuki Bandit 400cc (12.68 @ 105mph) - Lose
 Joe Elliott - Italjet Dragster 172cc (12.73 @ 97mph) - Lose
 Mark Hesketh - Suzuki Bandit 600cc (12.48 @ 88mph) - Win

FINAL

Stuart Donald - Suzuki GSX 750cc (12.55 @ 87mph) - Win
 Mark Hesketh - Suzuki Bandit 600cc (12.57 @ 100mph) - Lose

As you can see, even though Joe didn't win (unlucky) he's clearly in a different league with the likes of Suzuki GSX 750s to contend with in the Eliminators. With the prospect of the X-Race series merging fully in to the Straight liners series in 2006, some interesting times lay ahead... With only two rounds left in this year's series, the next big event on the sprinting calendar is the Scooter Hijack at Santa Pod. Thanks to Jeff Morgan and the lads (Jack, Jason, Daniel, Adam, Paul and Wesley, Paul Allen, Daniel and Little Billy) for travelling all the way up from Croydon plus everyone else who attended X-Race Round 4.

MORE X-RACE ACTION...

Round 5: 13 August

Santa Pod (Scooter Hijack), Bedfordshire

Round 6: 9 October

Elvington, North Yorkshire

X-Race 2005 Series - RESULTS (ROUND 4)

East Kirkby, Lincolnshire
 26 June 2005

Results comprise points gained (10 points for first place, nine points for second place and so on) in each class.

QUICKEST 1/4 MILE

12.3 Class

10 Joe Elliott	PM Sprinter 172cc	12.33 @ 98mph
9 Andy Pearson	PSN 'Aero' Sprinter 172cc	12.85 @ 97mph
8 Pete Newbold	Italjet Dragster 172cc	12.91 @ 96mph

13.5 Class

10 Richard Baker	Lambretta 238cc	13.68 @ 92mph
9 Kevin Jones	Italjet Dragster 172cc	14.21 @ 86mph
8 Paul Robinson	Italjet Dragster 172cc	14.30 @ 84mph
7 Adam Monan	TWA Sprinter 172cc	14.43 @ 78mph

14.5 Class

10 James Maclean	Piaggio Typhoon 172cc	14.65 @ 81mph
9 Alan Day	Gilera Runner 172cc	15.20 @ 78mph

15.5 Class

10 Martin Hill	Gilera Runner 172cc	15.75 @ 78mph
9 Paul Allen	Piaggio Typhoon 180cc	15.95 @ 75mph

17.5 Class

10 Yan Downie	Gilera Runner VXR 200cc	17.99 @ 65mph
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Life imitating art? Here's Kev Jones ready for action



In the 13.5 Class here's Kevin Jones v Richard Baker

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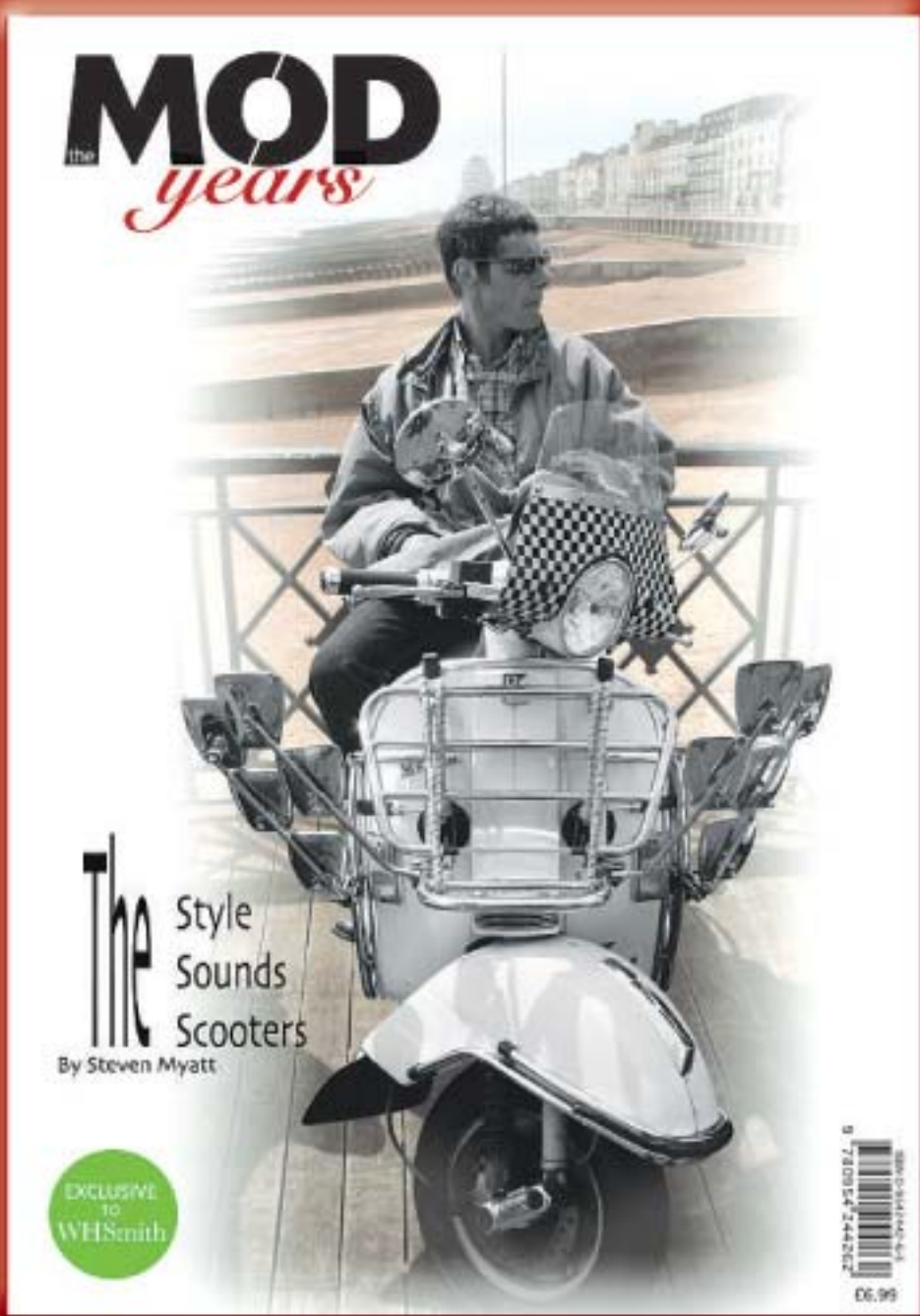
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The Clinic

We at TAG are over the moon this month having just made a real killing on some cheap TAG T-shirts. Apparently some bloke in Paris had ordered them, but for some reason the event hadn't happened.

Anyway, c'est la vie as they say in frog land. All I know is we got millions of them for pennies! They have the latest TAG logo emblazoned on the front and for some strange reason have the Paris 2012 emblem on the rear!

Chris Pearson Bsc CBBC HSBC



Heave ho Evo

You guessed it; my Piaggio X9 Evo 125 has the same cold start problems as every other owner I have ever met. I am getting bored and sick of this bike after only six months. The dealer thinks it's dampness in the spark plug, could this be possible? The bike is sitting in my back yard at the moment as an ornamental feature to my flowerbeds. It cuts out in traffic, fails to start in the morning and I'm becoming very disappointed. I wish I'd got a motorcycle instead.

Graham Reed, Roker, Sunderland

Oh dear this doesn't sound good does it? Surely by now Piaggio should have this one sorted. Dampness in or around the spark plug can easily be remedied by simply changing the spark plug, so try that first. In the likely event that this doesn't cure it, then take it back to your dealer for him to fix. Under the Sale of Goods Act your scooter must be able to scoot, otherwise it is just, as you rightly say, an ornament. Insist that they either fix or replace the offending items and don't be put off or sent off less than satisfied.

Shark has no bite

My three-year-old Sym Shark R is giving problems. The battery loses its charge and then the bike will not start. It will not kick-start either (probably down to technique!). I charged the battery two weeks ago when this problem happened for the first time, but it is now flat again. Can you advise me what could be wrong with the bike? *Justin Wells*

Wriggly customer

I have been thinking of derestricting my Peugeot Ludix Snake but I don't know much about it. I went to the bike shop I got my ped, but he didn't give me much information. He just said that it would be fine, but I am not so sure. My dad is a keen biker and doesn't think I should do it as my bike runs lovely as it is. I wondered if you could help me with some reasons for and against getting it derestricted and if there are any dangers in doing it.

Ashley Hawins, Mannintree Essex

Providing you use parts intended for your machine and strictly adhere to the fitting and setup guides there is no reason why the bike cannot be liberated of a few horses and stay reliable. Please bear in mind any insurance and licence implications however. Once you are sure what you want to do check out <http://malossjuk.com/> and do a search for the Ludix in the parts section. There you will find all you need to make the Snake wriggle a little more.



First off you need to get the battery checked as it may well be completely beyond use. Any garage will have the ability to test the battery up to its maximum storage and output capabilities. If it fails these tests then get a new one and start from scratch again. Once fitted to the bike it should hopefully run and at this stage you can check the charging system, which should show around 14-15 volts at half throttle (make sure the rear wheel is totally clear of the ground while doing this bit otherwise your headlight will not work for totally different reasons!). If the charging is either low or non-existent then the problem will have to be traced back to the regulator rectifier unit or even the stator windings.

Yamaha not sliding

Before taking my second-hand Yamaha Slider for an MoT I decided to take the drive casing apart due to poor acceleration and rather horrible noises coming from that area. The clutch shoes were badly worn and so were replaced, as were the rollers in the variator. This increased acceleration and cured the noises but the bike still bogged down when accelerating. I was told that some rollers are greased and some are not. When I replaced the rollers there had not been any sign of grease so I did not put any in, however when the bike still bogged down under acceleration I decided to grease them. This cured the problem and the bike accelerated brilliantly and smoothly.

However this only lasted for 10 or so miles and once again the poor acceleration came back. I have been told that it may need a new variator spring for

two reasons: the spring may have heated and become weak when the clutch burnt out and was still used for a while; or the spring may need to be replaced because the bike is derestricted and the clutch opens and grips too quickly for the variator. Are either of these points true? Why did the acceleration get better and then worse again and what could be done to sort this problem?

Rory Hill, Holsworthy, Devon

You really need some time on a dyno to identify the true cause of the problem, but starting with some of the symptoms you describe. As the greasing of the rollers helped for a short time could the area that these run in be excessively worn and making them stick in place once the grease has gone? It may well prove that other parts in the transmission are worn or damaged.



Ice man doesn't cometh

I was driving along normally on my Gilera Ice 50 when it just stopped going. At first I thought it must have been the electric start, but it was still working when the button was pressed. I then tried kick-starting it and it just didn't fire up so I got some two-stroke for it and my mate pulled it on its back wheel and put it on its side. We cleared the carb overflow pipe and it started to work for about ten minutes, then it cut out dead. Any ideas? **Danny Huddy, email**

Several things spring to mind here, from an engine seize to a blocked petrol cap. Start with the cheapest first and make sure there is a small hole in the cap so the tank can breathe. This is important as the tank can form a partial vacuum and stops the fuel flow dead after a while. If that's fine then trace the fuel flow all the way down into the carb and make sure things like the float level and all the jets are correct and free flowing. After that it could well be time to lift the top end off and have a good look at the piston and rings for any sign of damage.

You mention buying some two-stroke oil, why was that? Was it low or maybe even run completely out? If that is the case then simply filling the tank will not remedy the situation and the engine will have been permanently damaged.

Rovigo parts

Has anybody in the known universe heard of my Rovigo Tempesta scooter before? I bought it recently second-hand for a cheap price. It needs some new parts (battery, handlebar/throttle, but no dealer stocks parts or even knows of the 'Rovigo'!

Can you help? Do you know anyone who stocks parts? **Chris Powell, Anerley, London**

The Rovigo range was a short-lived 'Italian designed' brand imported into the UK, but no trace can be found of the company that did this and their website is no longer functioning. Try searching the likes of eBay etc for parts, but it is unlikely you will find a dealer that stocks the parts you require. You could hunt around the breakers' yards for a machine that has suffered an engine failure or damage to the other end for the bits you need.

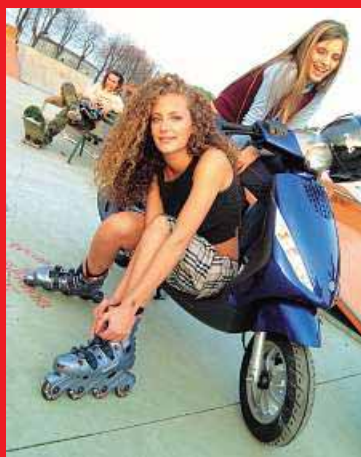
More horses

I own a 2002 Honda X8R-X and it pulls about 40mph top end on the flat. I want to go faster than this and was wondering what would need doing, as I am all too aware of Honda restricting these models to the extreme. I have an aftermarket CDI box (Malossi) and an after-market exhaust (Turbo Kit Racing) and this gives me the extra 5mph from 35 derestricted, but I think the problem lies on the variator.

Will getting an after-market variator kit improve my top end? I'm thinking of speeds of 50 or 55mph. Please guide

me in what I need to buy to give my Honda the Horses. **Daniel Boi, Tyneside**

The XR8 is as you say heavily restricted, mainly with the exhaust pipe, but also with the variator pulley that holds back the gearing and with it the top speed. So you are correct with your assumption. The standard CDI unit cuts out at 45mph so there is little point in changing that to begin with, but seeing as you have, then all that is required to get the scoot to around 55mph is to fit an oversize variator pulley and larger belt to suit. This should give you another 10mph and keep you happy.



Broken Zip

I have unfortunately lost the keys for my Piaggio Zip is there any way to find key number, etc, for the bike?

Patricia, Chelmsford

The cheap way to do it is to ask the dealer to open the seat and remove the lock assembly. The lock can then be taken to a lock specialist or locksmith's shop and they will cut some new keys. The alternative is a new lock set at around £14 plus an hour or two labour, which will of course be far in excess of the parts cost.



Peugeot slowfight

My Speedfight 2 is not well and I'm only getting 49mph at a push with the wind behind me. Can you suggest any parts to buy to make me closer to 60mph or maybe even more? Does the fact that the scooter was left standing for three months have anything to do with the speed not being high?

Nathan Taylor, Norwich

You didn't say if the scoot was doing 60mph before you parked it up? However if it did, leaving a scoot stood for any length of time shouldn't affect the speed unless the carburettor has become blocked and this would need stripping down and cleaning out properly. If the scoot didn't achieve the magical 60mph previously then you will need to fit the whole caboodle of gear up kits and tuning goodies.



Good vibrations

I bought a second-hand Peugeot Elyseo 125 which goes like a dream, very comfortable and you just can't hear the engine when it's idling – but as soon as I start to rev the engine to pull away or when I'm riding the scooter along the road there seems to be a loud vibrating sound coming from the front. It doesn't sound like the engine or gearbox, more like a fan (or something going round). I took the scooter to my local Peugeot scooter dealer and he tried it out then said the noise was perfectly normal on account that these scooters have no dampers fitted. I'm still not sure about this and wondered if you could shed some light on this problem.

Garry Smith, Isleworth, Middlesex

There should not be any unusual noises coming from anywhere on the machine so something is wrong. Get a second opinion on what the problem may be.

Jonway no way

I live in South Africa and ride a Jonway Adventure 125cc, but can't find any performance kits etc, anywhere. Can you please help? What can I do, or let mechanics do, to make my scooter go faster and perform better? Please send me a full plan, which I can just hand over to the mechanics so they can do those things to my scooter.

JC, South Africa

As is often the case with the Far Eastern scooters there are no go-faster parts specifically produced for them. If you get a good experienced scooter mechanic they will often take one look at the engine and recognise it as being the same as a more common brand of bike. The transmission and exhaust are the main areas for easy improvements, but as we have no parts listings here to tell you for certain, it will be a more difficult task to locate the necessary bits etc.

Fuel flow go slow?

My Gilera DNA 50 is derestricted and has a Giannelli exhaust fitted and I am able to hit 58mph on a straight. The problem is that sometimes when I slow right down the bike sounds as though it is going to cut out and when I try to accelerate there is no power even at full throttle, but then the power starts to pick up very slowly. I have tried putting lighter rollers into it but nothing is working. Can you help?

Chris, Burton on Trent

This sounds more like a fuel supply problem than a mechanical or transmission related one. Start at the fuel tank and follow the petrol's journey all the way through the tap and on to the carburettor. Remember the petrol cap should have a hole in it to allow air into the tank as the fuel drains away. If this is blocked then fuel starvation will be present. If all is well in the fuel department then further investigation will be required in the engine as there may be some excessive wear in the transmission making the whole thing stick in 'top gear' when slowing down. It could even be a partial piston seizure that has damaged the rings or something similar.

A scalded cat (with a broken leg!)

I have a Piaggio Zip cat and I fitted a Leo Vince ZX on it. It ran fine and there were no problems doing around 50mph. Then I recently bought a Malossi primary gear up kit. It now has problems going off the mark and sometimes hardly moves at all. When it does eventually pick up, it still does about 50mph. **Jason Bradbury Cheltenham, Gloucestershire**

I would suggest some dyno time with a knowledgeable technician. Once on a dyno you will see where the hole has appeared in your gearing etc and different weight rollers can be tried to cure this.

Good vibrations 2

I have a Gilera Runner FX 125cc SP. During low speed (say between 10-30mph), the whole front end vibrates quite badly and it is hard to see things on the road out of my mirrors. Tyre pressures are fine, as is suspension.

Your comments would be welcome.

Jeff Taylor, Kensington, Liverpool

For the vibration to be so intense at such a low speed the cause must be from the engine or transmission – perhaps a main bearing or the pulleys in the belt area. Any decent mechanic should be able to establish what or where the problem is coming from and this diagnosis should be free.

Seize the moment

I was riding when my Speedfight 100 cut out. When I stopped it started up again. As I pulled away I lost all power and cut out again. Now I can't get it started.

Can you please tell me what might be wrong with it?

Darren Martin, Banstead, Surrey

Everyone this end agrees that, providing you have a nice blue spark at the plug and fuel getting in there that this sounds remarkably like a top end seize up or a similar failure in that area. A compression test will show if the rings have seized in the piston and a top end strip will allow access to the parts that we feel are damaged.

Piaggio woe

Hi, I'm writing to find out if any one has identified a fault trend on 125 Leader engines fitted to Piaggios. The first one I owned was in a Vespa GT and the latest in an X9. Both suffer from cutting out at intervals; I have been unable to trace the cause of either. I sometimes felt that it would occur from standstill or with transmission disengaged when the bike was leaning left or right or on an incline. I hope someone has encountered the same symptoms and discovered a fix for this incredibly frustrating and ultimately quite dangerous affliction.

David Campbell, Forest Hill, London

Well has anyone else out there in TAG land experienced anything similar with their Piaggio? Please write in and tell us.



I need an fresh piece of ass

I have a Sachs Madass 50 and not wanting to break the land speed record and owning a 650cc as well I find the performance a bit bland. Can you please tell me where it is restricted and how I can remove it? Also, where can I get tuning parts for it, such as a 70cc conversion kit so I can add a bit more mad to the ass?

Ian Hand, St Helens, Merseyside

The Sachs Madass in standard form, as you rightly say could certainly be had under the trades descriptions act as the four-stroke engine does feel more than a little held back. The CDI unit is the root cause of this and is heavily restricted. There is now a full-on 75cc big bore kit available that includes a new fully liberated CDI unit larger diameter carb and a sprocket kit to make the most of the extra power that this lot will provide. If you could live without the electric start then the Zongshen 120cc engine is a straight swap for the Sachs unit making your Ass considerably madder. Check out www.monkeybike.co.uk for further details of these parts.

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(All entries received are only guaranteed for two issues)

Entries to this page can be made via the
TAG website at: www.twistngo.com
Alternatively you can write in to:
Mau Spencer, TAG CLUB PAGE
PO Box 99, Horncastle, Lincs LN9 6LZ.

LOCAL CLUBS TO JOIN

CORNWALL

STRAYHORNS AUTOMATIC SC. Cornwall and South West needs new members, meet at Plume of Feathers, Mitchell, Cornwall, second Sunday of the month at 1pm. More information from Alan 01726 824164 or mobile 07748 475530.

ESSEX

TWIST & GO OWNERS in Essex meet at the Railway Tavern in Kelvedon High Street at midday on the fourth Saturday of each month. We also attend runs in the UK and abroad. Contact Peter on 01245 468170 or email peter@vespaclubofbritain.co.uk

HERTS & BEDS

HERTS & BEDS VESPA CLUB. We are a new branch of the Vespa Club of Britain (VCB) and invite riders of traditional and twist and go Vespas who want something other than the 'scooter scene'. Our primary aim is friendship and a common interest in Vespa scooters and a desire to revitalise the VCB. All you need is to be a member of VCB and own a Vespa. Visit <http://www.hertsbedsvespaclub.org.uk/> to see what we are about.

KENT

CANTERBURY AND DISTRICT is a new club being set up in the Canterbury area of Kent and looking for members from Canterbury, Whitstable and Herne Bay. Contact Tom on Mob. 07866 282242.

NATIONAL CLUBS TO JOIN

ATTENDING INTERNATIONAL EVENTS? If you own a Vespa and are interested in attending international scootering events with the Vespa Touring Club, then contact Bev Hayward on 01375 677227 or email: enquiries@vespatouringclub.co.uk Alternatively, visit our website at www.vespatouringclub.co.uk

THE X9 OWNERS' CLUB is a friendly internet-based club for Piaggio X9 owners and prospective owners. The club site has areas for general X9 chat, technical enquiries and more. The X9 Owners' Club boasts members from all around the country and abroad, other maxi-scooter riders can become honorary members. The X9 Owners' Club is not just an internet site; it is an active club and has regular ride-outs nationwide. Visit the site at www.x9ownersclub.co.uk

LANCASHIRE

NORTH WEST SCOOTER CLUB (Fylde area). Anybody wanting to join us on our ride-outs (creezes) is welcome. We visit the Lakes, Lancaster, Morecambe, Preston, Trough of Bowland and Knott End on a Wednesday night along with about 200 other bikes (a good night). Anybody is welcome to come along with us – male/female any age – as long as you are legal on your bike/scooter. We are based in Fylde area, near to Blackpool, and would like to hear from anyone in Southport area and Morecambe as well. Website address is <http://nwscooterclub.bravehost.com> A new site will be running soon as well <http://www.nwscooterclub.co.uk>

BURSCOUGH PATRIOTS SC. Lancs: A family run club, 20 members with over 10 scooters and two twist & goes. Meet at Beaufort Hotel on A59 at Burscough. Contact Mike Dowson on 07971 659 540. Everyone welcome. Come on down and join the club.

LONDON

ELMS Scooter Club meets at the Young Prince PH, Roman Rd, Bow, London E3 every second Friday of the month, 8.30pm onwards. Prospective members and visitors always welcome. See www.elms-sc.co.uk for details.

LONDON MODIFIED BIKERS. This club is for all ages and all sorts of bikes from Zip 50 to 600 bandits. Contact me via email: K_ryder1986@hotmail.com

TAISHAN/BAOTIAN OWNERS' CLUB. A brand-new club for owners of Taishan, Baotian and any other Chinese manufactured twist and go scooters. The club was launched at the end of June and is totally free of charge. If you own a Chinese scooter get along to <http://taishanowners.proboards41.com> and register!

CLUBS OUTSIDE THE UK

IRELAND, WALES, ISLE OF MAN, CHANNEL ISLANDS, SCOTLAND. Attention maxi-scooter owners in these locations, our international scooter club wants to establish links with you. If you are interested then please contact us by writing to: Blues Scooter Club, The Bridge, 96-98 Leith Walk, Edinburgh EH6 5HB. Tel. 0131 552 2386 or email: albablues79@hotmail.com

CANADA: SCOOTERS VANCOUVER STYLE is a ride-focused group in Vancouver, Canada. If you're in Van or visiting us, check our site to find out the next big ride. (Often two or more rides per week, and

NUTTY BOYZ SCOOTER CLUB meets at the Gipsy Moth Pub in Greenwich on the second Sunday of each month from 4pm. New members always welcome, regardless of what you ride. For further info contact Gary on 07939 491682 or via www.nuttyboyzsc.co.uk

MIDLANDS

MATURE maxi scoot riders (Birmingham/Midlands area). Are you looking for ride-outs/meetings etc. Interested? Contact davethescoot@aol.com or 01214 432609.

NORFOLK

NEW CLUB. A few of us would like to set up a club for small bikes, scoots and peds. We are in the North Walsham area of Norfolk, but anyone, male or female in any part of the county is welcome to join us. Ring Lenny on 07776 380629.

NOTTS

MANSFIELD SCOOTER CLUB. New members welcome. Meet every Wednesday at Lakeside, Mansfield, 8pm. Ring Lee 07971 490358.

NOTTINGHAM MODIFIED Scooter Club. New club forming – meetings to start 8 September, Nottingham Megabowl (6.30pm). Call 07961 014337, 4-11pm, or email me at oli_bo2003@yahoo.co.uk, about joining.

SCOTLAND

FALKIRK CLASSIC AND AUTOMATIC SCOOTER CLUB. Meets every Thursday at Firkins Pub, 7pm prompt. All welcome. Email kevmcgill@hotmail.com for further information.

always at least one.) <http://groups.yahoo.com/group/scootersvancouverstyle/>

CLUBS WANTED

BRISTOL: Anyone who knows of a moped club or similar for Piaggio and Gileras in the Bristol area for rides etc, please email me details: ashleyhaskins@hotmail.com

EAST SUSSEX: Scooter clubs in the Brighton area, If anyone knows of any scooter clubs, please call me. Tel Caz 07749784935.

EDINBURGH: DOES ANYBODY KNOW if there is a scooter club in Edinburgh. If not, I am considering starting a scooter club and will need help. Anyone interested, email me at fonzixstree@aol.com

WORCESTERSHIRE: I'm looking for someone to ride with me in the Redditch area, no Vespas or Lambrettas please. Tel. 07769 681136.

DON'T FORGET!

You can also send in a picture of your club to go with your advert – free of charge to clubs only.
But make sure that the quality is good enough for reproduction
(min 2 mega pixel recommended), otherwise it will be omitted.

What's on?

Welcome to our events and diary section. This page is for you to tell us about yourselves and your events. Send details in and we will publish them free of charge – and if you have a photo to go with it then send us that as well (include an sae if you want it returned).

£50 discount on team entry fee



24-25 September is the date for the 50cc Motorcycle Road Racing Club's 20th anniversary event, which takes place at Elvington Airfield and Museum, York.

The club has been promoting 50cc machines as a cheap and affordable way for newcomers to get into racing for 20 years now and this weekend promises to be fun for everyone. There will be a live band and disco providing other entertainment. Camping for the weekend costs just £15 per person, under 12s free!

The club is looking to encourage more teams to compete. The normal entry/racing fee for the whole weekend is £200 for a team of six people. To book your team place ring Dan or Edna on 0121 6057324 – if you quote 'Mau Spencer at TAG' you will save £50 off your entry fee.

Visit their website at www.british50ccracing.com for further information.

What's on the box?

MOTORS TV

14 AUGUST

00:30 Quad Passion TV

01:00 Party Cycle *From 50cc upwards*

17 AUGUST

23:30 Quad Passion TV

18 AUGUST

13:30 Quad Passion TV

26 AUGUST

08:30 Quad Passion TV

09:00 Party Cycle

20:00 French Supermoto

Rd 6: Alpe D'Huez

03:00 French Supermoto

Rd 6: Alpe D'Huez

Essex Air Ambulance Run

The 2005 Essex Air Ambulance Motorcycle Run fundraising team is aiming to make their Dunton to Harwich run bigger and better this year.

The event will take place on Sunday 4 September and the entry fee is £5 per bike. The run starts at 11am but they recommend arriving at Ford Dunton from 8am.

Essex FM's Martin Day will be on hand to entertain the crowd on the main stage at Harwich. There will be live music, face painting, balloon sculpting, refreshment and concession stands.

Dates for your diary

AUGUST

12-14 – Twist & Go camping weekend at Bagwell Farm Campsite, Weymouth (on the B3157). Contact Alan, Strayhorns ASC, Cornwall: 01726 824164.

13 – Santa Pod Scooter Hijack (and X-Race Round 5). The scooter drag racing weekend is back once again at the UK's premier drag strip: Santa Pod Raceway in Bedfordshire. For further info, check out www.santapod.com or visit the official website at www.x-race-uk.info

13-14 – North of England & Eastern Counties Pocket Bike and Mini Supermoto at Stretton, Leicester. Phone 0870 443 6813 for more information.

20-21 – South of England Pocket Bike and Mini Supermoto at Wildtracks, Newmarket. Phone 0870 443 6813 for more information.

21 – The Whitby Run 2005. Turn up with your scooter and ride. Departure time 9am prompt from Pugnays Country Park, Wakefield. For more info, check out www.italjetdragster.com. If you've got any questions about the event, send an email to editor@italjetdragster.com

23 – Conti Cup UK GP50cc & 72cc Pocket Bike & Minibike Supermoto British Championships at Three Sisters, Wigan, Lancs. Phone 0870 443 6813 for more information.

27 – Get Loaded live music festival at Braehead Arena and Waterfront, Renfrewshire, Scotland. Four arenas of live music all day. Tickets at www.ticketmaster.co.uk or via telephone: 0141 204 5151 (Glasgow); 0131 220 3234 (Edinburgh).
27-28 – South West Motorcycle Show, Westpoint Arena, Exeter. Visit www.bikeshowseurope.com for further information.

SEPTEMBER

3-4 – Conti Cup UK GP50cc & 72cc Pocket Bike & Minibike Supermoto British Championships at Lydd, Kent.

Phone 0870 443 6813 for more information.

4 – Grampian Motorcycle Convention. Premier event in North Scotland. Action, stunt riders, classic racing bikes, quads, motocross demos, moped marathon, plus other favourites. Trade show, club stands, attractions and activities. Adult £7, OAP £5, Child £3. Museum extra. Visit the website www.gtm.org-uk for further info.

5 – Twist 'n' Go Night at the Ace Cafe, North Circular Road, London. Phone 020 8961 1000 or visit the website at www.ace-cafe-london.com for further information.

9-10 – South of England Pocket Bike and Mini Supermoto at Matchams, Dorset. Phone 0870 443 6813 for more information.

17 – Conti Cup UK GP50cc & 72cc Pocket Bike & Minibike Supermoto British Championships at Rowrah, Cumbria. Phone 0870 443 6813 for more information.

18 – North of England & Eastern Counties Pocket Bike and Mini Supermoto at Kartworld, Skegness. Phone 0870 443 6813 for more information.

24 – Northern/Modern Soul Mini Alldayer, Griffin Inn, Newquay, playing the best in Northern, Modern, R&B, Motown, 6pm-1am. Resident DJs plus guests. Info: Gary 01736 755953 or email kernowsoul@yahoo.co.uk

OCTOBER

1-2 – North of England & Eastern Counties Pocket Bike and Mini Supermoto at Stretton, Leicester. Phone 0870 443 6813 for more information.

3 – Twist 'n' Go Night at the Ace Cafe, North Circular Road, London. Phone 020 8961 1000 or visit the website at www.ace-cafe-london.com for further information.

9 – X-Race Round 6, at Elvington. For more information about the X-Race UK 2005 Series visit the official website at www.x-race-uk.info

15-16 – The 12th Classic Mechanics Show at the Stafford County Showground.

16 – South of England Pocket Bike and Mini Supermoto at Lydd, Kent. Phone 0870 443 6813 for more information.

27 Oct-6 November – Motorbike Show 2005, NEC, Birmingham, UK. Website: www.motorcycleshow.co.uk

IS YOUR EVENT NOT SHOWN HERE?

Well, it wouldn't be if you haven't sent it in would it? Visit our website at www.twistngo.com

Alternatively you can send it in to
Mau Spencer at: TAG DIARY,
PO Box 99, Horncastle, Lincs LN9 6LZ.

Twist 'n' Trade



GILERA RUNNER 180 SP, 2003, grey/carbon, one owner, fsh, 8000 miles, Datatag, taxed May 06, great condition, £1200. Tel. 07764 480385.



PIAGGIO NRG MC3 L/C, 02, 50cc, Malossi full 70cc cyl big bore kit, Kelver belt, gear-up kit and variator, rollers, clutch, TNT air filter, met, 70mph + t&t, 7500 miles, exc cond, £750 phone 07915 607979 can deliver. Notts.



ITALJET FORMULA 125, 2000 reg, dark red, good condition, one owner from new, 5500 miles, sale due to her not liking the cold and getting a car, £600 ono. Tel. 4155064 or 0790 8759401 for more details. NE.



175 ITALJET DRAGSTER, (125 on logbook) L Haslam race replica colours, red body, blue frame, 25mm carb with K&N filter, recent fitted with new brake pads/tyres/battery, £1300 ono very fast. Tel. 0776 3860005. E Yorks.



LAMBRETTA LI 125, 1963, 150 top end, full restoration, professional blasted/paint, t&t, registered, all new parts, £2200. Tel. 01474 324126. Kent.



SUZUKI AN 650 BURGMAN, 04, 5k, manufacturer's warranty, taxed, Givi screen rack, mature owner, £4200. Tel. 01264 353538. Hants.



ET2-50, immaculate condition, reg January 2004, low miles, fsh, Malossi kit, includes matching Vespa helmet, £1250 ono. Tel. 01273 720429. Brighton.



GILERA RUNNER, X reg, t&t, new rear tyre + brake pads, Sport exhaust, Malossi rollers, 100s spent, reliable, 50cc, £900 ono; no time wasters. Tel. 0207 7010644. London.



PEUGEOT ELYSEO 125cc Scooter, 7000 miles, 1999 T, red, vgc, MoT/taxed, £1300. Tel. 01788 860550. Leics.



GILERA RUNNER FX 125, 03 plate, black, 2 stroke, good condition, £900 ono. Tel. 0141 946 4111. Glasgow.



PIAGGIO BEVERLY 125CC, only 2,300 miles, silver panniers, top box, datatagged, 52 model, but as new. Tel. 0161 860 7416. Manchester.



HONDA 50CC MOPED, ex. Colin Edwards pit, bike t&t, good condition, £1300 ono. Tel. 01507 523739. Lincs.



PIAGGIO ZIP 50, X reg, 2000, Malossi 70cc kit, Malossi Variator, Malossi red sponge, air filter, Leo Vince ZX, selling for spares or repairs, bodywork scuffed, no MoT or tax due to just bought a car. Tel. 07917 441449. Notts.



HONDA SILVERWING 600, met blue, '03, 2,600 miles, smart water back, rest Malossi variator, as new, £3450. Tel. 01202 875074. Dorset.



HABANA CUSTOMER 125, 2001, Y reg, blue, 10,500 miles, 9 mths t&t, immobiliser, new tyres, vgc, few scratches, helmet. Tel. 0776 6331402. view Manchester. Can email photos. Gtr Man.



VESPA ET 125, brand new, showroom condition, 05 plate, black with tanned eat, only 6 miles on the clock, £2100. Tel. 07834 118708 day; 01332 609299 eves. Derbys.

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HONDA LEAD 100, 4 stroke, 2004, v. quiet, economical, only 2k miles, still under warranty inc breakdown recovery, 12 mths tax, u/seat storage, massive saving on new, £900 ono. 07890 486557. Suffolk. Email jem@chad27.fsnet.co.uk



PIAGGIO VESPA ET2, (50cc), silver, exc cond, as new, 10 mths old, only 500 miles, chrome, extras, folding back rack, pillion, footrests and tax disk holder, £1250 ono. Tel. (01480) 352787. Cambs. Email: gordon.lynn@ntlworld.com



GILERA RUNNER VX 125, 53 plate, 2,700 miles, silver, one previous owner, excellent condition, £1200. Tel. 0141 946 4111. Glasgow.



SUZUKI BURGMAN 400 K2, 2002, 5000 miles, FSH, immaculate condition, garaged, one lady owner, data/alarm, £2300 ono. Tel. 01932 571787, mob. 07946 595698. Surrey.



SUZUKI BURGMAN AN 400, 2002, immaculate condition, 4,500 miles, matching Givi box, t&t Nov, £2800, mature owner, service history. Tel. 01377 255504. E Yorks.



GILERA RUNNER, 04 reg, tax, full service, bore/gearkit, £££'s spent on it, also has a undertray Lexus light, too much to list, £1595 ono. For more info tel. 07834 243357 after 6pm. Berks. Email: jahunt1471@hotmail.com

Scooters for sale

YAMAHA XN 125 TEOS, June 2003, under 3k miles, taxed, vgc, garage, £1000 or exchange for Honda NTV 650, no rubbish. Tel. John 01525 374578. Beds.

CPI HUSSAR, breaking for spares, blown engine, excellent panels, blue, Y reg, 125. Tel. 01909 530449 after 4pm. Workshop.

ITALJET FORMULA 125 LC, '51 reg, magenta, red, t&t, good condition, 5000 km, excellent runner, £900 ono. Tel. 07761 237878. Oxfordshire.

APRILIA SR 50cc, 2002, reg 1 years, MoT, best around. Tel. 0777 5622338. Sunderland.

VESPA GT 125, 2005, 05 reg, 200 miles from new, unmarked condition, 8 weeks old, datatag, Piaggio warranty, bargain, can deliver, £1800 ono. Tel. John 01376 329955; 07887 752331. Essex.

X9 250 SL, red 02, fsh, radio/intercom, mobile phone connection, heated grips, excellent all round, £1600. Tel. 01205 364746. Lincs.

GILERA RUNNER VX 125, 04 reg, excellent condition, under warranty, road tax, 6,500 miles, red/silver colour. Tel. 01733 353759. Peterborough.

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GILERA RUNNER 125 VX, '54 plate, black and silver, taxed, 10,000km. Tel. 07821 502075. Essex.

VESPA T5, long t&t, 4,800 miles, garage kept like new, £950; may swap for auto. Tel. 01382 521543. Dundee.

GILERA RUNNER 125 VX, '54 plate, 2004, black and silver, taxed, 10,000 km, £1900. Tel. 07821 502075; 077 1135 3306. Essex.

LAMBRETTA TV 175, Series 3, 200cc, cream/yellow, immaculate condition, collector's piece, £3500 onro. Tel. 01977676524. W. Yorks.

YAMAHA T-MAX, Y reg, yellow, fysh. Givi kitted, tax 12 months MoT 10k, two mature owners, immaculate, £2400. Tel. 01925 601149; 07752 385363. Cheshire.

ITALJET FORMULA 125 LC, Magenta red, t&t, 5000 km, '51 reg, good condition, excellent runner, £900 ono. Tel. 07761 237878. Oxfordshire.

PIAGGIO X9 500 SL, '52 reg, blue, vgc, 11k miles, full service history, with 4 mths warranty remaining, new tyres, £2400 ono. Tel. 01733 551925. Cambs.

SYM JOYRIDE 180cc, 10,500 kms, new belt & rollers, new pilot, sport rear tyre, upgraded ign, any test, 03 model, £1600 ono. 01670 829931. Northumberland.

PIAGGIO HEXAGON 125, P reg, 1996, red, 17,000 miles, s/history, brand new Conti tyres (f&r), new brake pads, new Sito exhaust, new r/shock, t&t until July 06, £800 ono or p/x/swap for decent Italjet Dragster 125. Tel. Paul 07837 66 9015 (no timewasters, scammers, etc.)

YAMAHA AEROX 100cc, 2002, 5500, t&t till 06, race belt, sport exhaust, too much mods to list, v. fast, first to see will buy, £890 ono. Tel. 07906 421069. Herts.

YAMAHA T MAX 500, blue, 02, sport screen, matching t/box, alarm, immobiliser, 2,600 genuine miles, owned and garaged since new, year's t&t, cruise or commute, does both, £2500. Croydon. Tel. 07766 566922; 0208 7777004.

SYM JOYRIDE 180cc, 10,500 kms, new belt & rollers, new pilot, sport r/tyre, upgraded ignition, any test, 03 model, £1600 ono. Tel. 01670 829931. Northumberland.

PEUGEOT SPEEDFIGHT 2, 100cc, 2003/53, red/black, 18 mths old, garaged for 6 of them, immaculate condition, only 3,400 km, £1200 ovno. Tel. 01284 756658. Suffolk.

PIAGGIO X9 250cc, Sept. 2003, 3500mils, one owner, excellent condition, large fitted r/pannier, full fitted cover, 3 yrs warranty, £2250. Tel. 01580 879751. Kent.

JIALING JL 250, 10 months old, white, remote start, alarm/radio, top box, Digi dash, low miles, £995. Tel. 07868 657034. Peterborough.

PIAGGIO LIBERTY 125CC, 05 reg, blue in colour with matching top box, 1 owner from new, 3700km, full Piaggio service history, comes with PM tuning exhaust if required, excellent condition, £1,100 ono may consider part exchange for Runner/Dragster/SR125/Formula. Email nathan_bailey2@hotmail.com for more details. Bedfordshire.

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VESPA ET2, 50cc, automatic, X reg, blue, good runner, needs MoT, hence £250. Tel. 0141 946 4111. Glasgow.

VESPA GT 200 Granturismo, 04 reg, platinum, 1200 miles, flyscreen, Piaggio 3 year warranty, £1960 ono. Tel. 0131 443 7760. Edinburgh.

Bikes for sale



SWAP SUZUKI GSX 400 FW motorbike for clean electric scooter, speed 30mph. Bike has 11 months MoT, 1984 model, 64,000kms, approx 40,000 miles. Clean, fast, reliable. Tel. 01704 509525. Merseyside.

YAMAHA YP 250, 51 plate, silver with large screen and matching top box, taxed May 06, 6,000 dry miles, very smart, £1650. Tel. 01463 793378. Inverness, Highland.

GPZ 550 H1, 1982, new tyres, f/discs, bearings, C&S seat, brakes overhauled, 4-in-1, 19,500 miles, 12 months MoT, but no tax, lovely condition, £550 ono. Tel. 07796 184605. W. Yorks.

SPEEDFIGHT 100cc parts wanted, Malossi CDI unit, variators, any tuning parts considered, cash waiting, what have you got? Tel. 07769 8666579. Hemel.

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EXHAUST FOR Honda Dylan 125 SES, good condition, £75 ono inc p&p; Honda charge, £226. Tel. 0191 5101798 or email: ryanstead@gmail.com Tyne & Wear.

GIVI RACK for 2003 Suzuki Bergmann 400, also a Givi Box 46 ltr (will hold 2 full-face helmets), £85. Tel. 01953 881145. Norfolk.

Miscellaneous

FOR SALE - Various back issues of Twist & Go, all in A1 condition, £1.50 each; also various other old scooter magazines, ring to see what's available. Tel. 07970 911421; 01295 255276. Oxfordshire.

Wanted

APRILIA SR 50 PANELS, and headlight wanted, I'm after a headlight, a r/part of the f/panel (the black non painted part that the ignition goes through) a c/stand, a cover with lock for the battery and a black belly panel. Tel. 01924 488987. W. Yorks.

WORKSHOP MANUAL, Yamaha YP250 Mk1 Majesty. Tel. Geoff 01502 741716 East Anglia.

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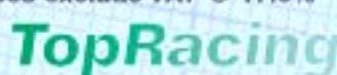
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