

# **Scoot!** Magazine

*Crossing America  
Terri Campbell's Adventure*

*Project  
Ruckus*



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**The Ninja Rabbit**

*Reader's Rides, Rally Reviews, Product Reviews and More!*

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Issue 53 • December 2009





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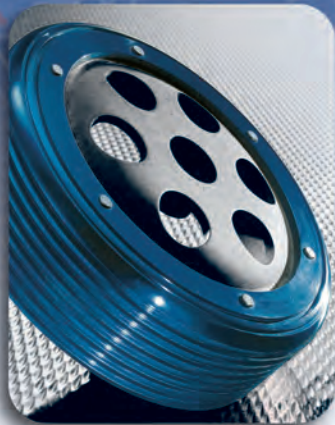
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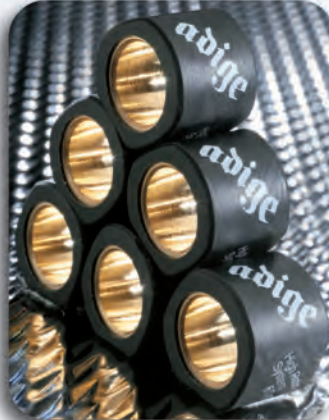
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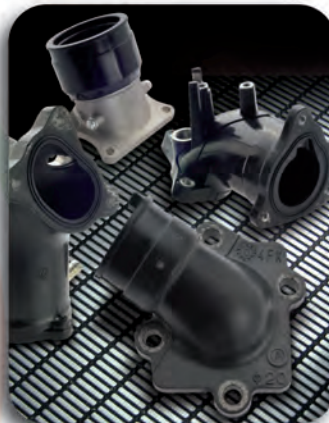
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**COVER PHOTO**

Our very cool cover is compliments of Eric "Nose" Dirst. See page 69 for more information.



Scoot! Magazine (ISSN# 1545-1356) is published bi-monthly by Scoot! Quarterly, LLC, 1902 Lafayette St. #H, Santa Clara, CA 95050 and additional mailing offices. Periodical postage paid at San Jose, CA. POSTMASTER: Send address changes to Scoot! Magazine, P.O. Box 9605, San Jose, CA 95157-0605. Phone: 408.294.4292, FAX: 408.294.4291, email: info@scootmagazine.com. Visit us on the Web at www.scootmagazine.com.

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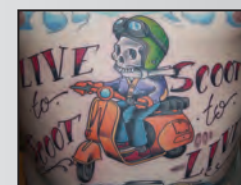
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**SPECIAL THANKS**

To these folks who helped make this issue come together, and who give of their time and effort to make this magazine possible. You rock!

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# Letters To The Editors...

**Dear April,**

I had no clue scooters were so cool. I just saw this mag in a coffee house in Columbia City, Indiana.

So here's the thing. I have a 14-year-old daughter who can legally ride a scooter with an Indiana ID, helmet and eye protection, next June when she turns 15. Indiana law says 49cc or less, but the law will soon change to under 30 mph max.

I can't afford a \$2200 scooter. I can afford to spend up to \$1200. I see lots on the net for \$600 or so brand new. But who services these; will I regret the purchase? Also, I can't justify big bucks on a first, learning scooter. I live 10 minutes from Ft. Wayne, Indiana. We have Honda, Yamaha dealers close, but again they are gonna be expensive.

April, if you were [her] mom, what would you do? Where do I start?

Thanks,

Garry Jones

Via email

Garry,

Thanks for your email. From the surface, your problem sounds a little daunting. But, scooters are one of the most affordable and convenient ways to get around town. I understand your budget won't permit a brand new scooter. Your instinct to avoid a \$600 no-name scooter is a good one. Most people wouldn't buy a super-cheap car from a manufacturer they haven't heard of; especially with no local dealer.

I would suggest looking for a fairly new used scooter from a reputable manufacturer who has a dealership near you. You mentioned Honda and Yamaha. I did a quick search on Craigslist.org and found a few listings for scooters near your budget range.

49cc are typically starter scooters. Once people ride them for a while, when they get bitten by the scooter bug they often upgrade to a more powerful model. Check with the local dealers and see if they have any trade-ins they are re-selling.

Another option would be to look for a moped, which is like a motorscooter, but has pedals that can also be used to propel the bike. They are lower cc bikes (some less than 49cc) and get upwards of 100 mpg. They are experiencing resurgence in popularity now among youngsters. :) While I am not very experienced in mopeds, there are lots of clubs around the US that may be able to help, such as mopedarmy.com.

Whatever you do, I strongly suggest that you send your daughter to a Motorcycle Safety Foundation rider course. In some states it is mandatory for those under 18. It will give her the valuable skills she needs to ride safely. Also make sure to get her good safety gear such as a full-face helmet, gloves and a padded jacket. Every new rider makes a few mistakes, so being prepared is essential. [www.msf-usa.org](http://www.msf-usa.org).

Finally, I suggest that you get your daughter involved in raising the money to buy a well-suited scooter. Mowing lawns, recycling cans and bottles, babysitting, etc., can all add up after some time and I think she'll feel more satisfaction and be motivated to keep her scooter/moped in better running order if she has worked to earn some of the money to buy it.

Best of luck!

April

**Dear Scoot!,**

Looking for your opinion on the MP3-500 as transportation for a 35-mile one-way commute each day.

Ray Weber

Via email

Ray,

Thanks for your email.

I wish you had included more info, since the limited amount of info doesn't give me enough to go on to give a real opinion.

Not sure what attracts you to the MP3. That would have been great to know since you can get several other bikes of comparable engine size for much less \$. I'd also like to know what terrain is covered in your commute. A straight freeway? Curvy country roads? When you get to work where do you park? If you have to duke it out for car parking, then you might find a smaller scooter would be easier to find parking. So many questions!

Personally, I think the MP3 is great on curvy roads that exploit its advanced steering and suspension. I'd rather take it on weekend touring trips or long-distance riding. But for my 45-mile commute into San Francisco, I find that when I ride a large bike and get to my destination, I wish the bike was smaller to fit into those free parking spaces in between cars. Also, I don't find it much fun in stop and go traffic or when I have to go through a ton of stoplights.

But this may not be your commute at all.

Overall, I say buy what makes you happy and is the most versatile for you and your riding. I can't tell you what to do, especially if I have no idea what your commute is like. But if the MP3 makes you happy, then go for it! It's a fun bike to ride and a really unique machine.

Happy Scooting,

April

Ray's response:

April,

Well, the road I would travel to work is a two-lane road with straight stretches and curves. We have motorcycle parking so parking is not a real big deal. Unlike the big city the area around here is rural, a lot of curvy country roads and the mountains are about an hour away. I think what most draws me to the MP3 is the suspension. The videos I've watched make it seem like a safe scooter, it's more visible than the smaller ones.

I really appreciate your candor and look forward to any other suggestion you might have.

Thank You,

Ray Weber



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# Letter From Scoot!

## 2009 Wrap-up

This is the final issue of 2009, the year is winding down and we're all entering a bit of a hibernation stage. While inclement weather may keep me from scooting more than I would like, the Scoot! team has lots of scooter-related activities to keep us busy. You may have noticed that we have implemented some new design elements to this and the previous issue. It has been a while since we refreshed the design of the magazine and we're looking forward to more changes in following issues.

One big change on the horizon is our web-based Buyer's Guide. There is more information on our website, but in a nutshell, we are transitioning our Guide to an online version which can be updated quickly, more accurately, and will have fun features such as the ability to sort and compare multiple bikes. We will publish a special highlight section in the magazine, but all of the submitted bikes will be in our new guide. Best of all, it will be free to access.

Recently I have received emails from readers asking how they can share their stories and scooting experiences with Scoot! readers. Some simple ways are through our Show Us Your Scoots section (just email me a high-quality image and an explanatory caption), Reader's Rides (go to our website and download the questionnaire from the "Contribute" section), or by submitting a rally report (also detailed in the "Contribute" section).

For vintage bike riders who want to keep the scooting fire burning through the winter, may I suggest participating in the Put Up or Shut Up Vintage Scooter Build-Off? The results from the first year's competition really lit up the High Rollers Rally in Vegas. Some high bars were set, and I am excited to see what is entered next year. Get more info at [scooterbuildoff.com](http://scooterbuildoff.com). And for those who ride modern bikes, there's no reason why you can't try your hand at a radical custom. If anyone is interested in organizing such a competition, contact us.

Speaking of customs, wait until you get a load of this issue's feature bike. I could barely get my head around every single thing that Gary did to that bike, and I'm sure I overlooked a few when writing the article. Not many of us have the skills to do what Gary did, but I hope it does inspire you to push your abilities and expand your vision when it comes to your scooter. I find that a scooter can ignite the imagination and uniquely reflect an owner's personality. Go for it!

Happy scooting,



April Whitney, Editor & Co-Publisher

PS: If you are looking for some last minute holiday gifts, check out my blog on the [scootmagazine.com](http://scootmagazine.com) site for lots of fun – scooterrific suggestions!

## Brooklyn Scooter

While on a trip to New York City, my boyfriend and I popped over to Brooklyn for the day. We happened upon this sad, abandoned Vespa. It's rusty, broken crashbars, missing cowl and wiring in disarray made me sad. If only I could have put it in my carry-on and brought it home like a lost puppy. I posted this photo to my blog and got a response from "Christopher" who said, "I had the same urge of wanting to adopt it. I've asked the shop owner where it's parked about the bike. He said the owner lives upstairs and refuses to sell. I live in the area and see it almost every day and it just gets worse and worse."

I wonder what has happened to it.

For more of Managing Editor April's discoveries, idle chatter and scooter enthusiasm, check out her blog. Go to [ScootMagazine.com](http://ScootMagazine.com) and click on Blog.



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# Scootin' News

## International Motorcycle Show on the Road

The 29th Annual Cycle World International Motorcycle Show might be coming to an exhibit hall near you. Eleven cities will host the event, which offers nearly 1,000 companies showing off their new products and services as well as action riding demonstrations, informative seminars, and in some cities, the opportunity to test ride new motorcycle models.

### Dates & Locations

November 13-15, 2009	Dallas Convention Center	Dallas, TX
November 20-22, 2009	San Mateo County Event Center	San Mateo, CA
December 4-6, 2009	Long Beach Convention Center	Long Beach, CA
December 11-13, 2009	Qwest Field & Event Center	Seattle, WA
January 1-3, 2010	Rock Financial Showplace	Novi, MI
January 8-10, 2010	Carolina First Center	Greenville, SC
January 15-17, 2010	Washington Convention Center	Washington D.C.
January 22-24, 2010	Jacob K. Javits Convention Center	New York, NY
January 29-31, 2010	I-X Center	Cleveland, OH
February 5-7, 2010	Minneapolis Convention Center	Minneapolis, MN
February 19-21, 2010	Donald E. Stephens Convention Center	Chicago, IL

The show also two sections where riders can display their rare bikes: the vintage bike area and the custom bike area. If you are interested in displaying your vintage or custom bike contact Kurt Whittington at [kwhittington@advanstar.com](mailto:kwhittington@advanstar.com). Put "Custom Showcase" in the subject line. For more information or to buy tickets go to [motorcycleshows.com](http://motorcycleshows.com).

## New ScootRS Parts

The folks at ScootRS.com keep churning out new parts to keep vintage scooter owners drooling:



•Chrome Vespa disc brake kit for PE/PX 16mm, fully hydraulic with master cylinder and stainless steel hose, \$329/£200.



•Repro Vespa VSC SS180 Piaggio logo seat cover \$33/£20.



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•Stainless steel Lambretta S2 CDI/electronic ignition bracket, \$19.50/£12.

For more info visit [www.scootRS.com](http://www.scootRS.com)



## iPhone Compatible Headset

iMC Motorcomm says that it has released the first iPhone compatible headset: the HS-500. With the HS-500 motorcycle riders can utilize the phone and music functions of their Apple® iPhone and other 3.5 mm (standard stereo headset jack) equipped cell phones, including the Palm® Pre™ and BlackBerry® Storm™. The HS-500 features dual slim stereo speakers, a microphone, and a handlebar-mounted control button, which allows riders to answer and end calls, play or pause music, and even advance and rewind tracks on their iPhone. The HS-500 sells for \$68. Find more information at [www.imcmoto.com](http://www.imcmoto.com).

## Scoot! Holiday Subscription Special

Enjoy receiving Scoot! mailed to your door? Why not share the love with a friend this holiday season through our Gift Subscription special? In this limited time offer get your 6-issue subscription for full price and then get a subscription for a friend for more than half off. Two subscriptions are regularly priced at \$49.90, and the same number of issues at the newsstand is \$71.40. With this special get both for \$34.95. For more information or to order go to [www.scootmagazine.com](http://www.scootmagazine.com).

## New High-Capacity Messenger Bag

For those that live life out of their backpacks Mission Workshop has introduced the roomy, multi-use "Vandal" bag. Made of urethane-coated Nylon (PVC-free) the bag can hold 1,200 cu. in of belongings in its waterproof section, or it can expand to 2,200 cu. without waterproof protection. The internal suspension features an LDPE frame sheet with semi-rigid fiberglass stays to keep the heaviest of loads under control. Great for those who want to ride their scooter to their next DJ gig, camp-out or holiday shopping marathon. Retail for \$225.

[www.missionworkshop.com](http://www.missionworkshop.com)



**Polini Cup Racing Results**

Congratulations to Scott Rumble, the winner (and Scoot! sponsored rider) who took the Twist N Go Moped/Scooter and Scooter Open 72cc/Vintage Scooter classes of the first Polini USA Cup racing series. The five-round series was held at Tom Dash Speedway in Atwater, California. Overall, the series had 17 classes including various Pocket Bike, Pit Bike, and Ped versions. For more information on the series and next year's series go to [polinitalkusa.com](http://polinitalkusa.com).



Photo: Pete Cervantes

**New Fashionable Option for Women Riders**

Newly launched ScooterGirls, Inc., based in Los Angeles, CA, offers fashion-forward protective riding jackets for women who want to ride safely and look good while doing it. Using abrasion-resistant fabrics, CE-certified armor and reflective detailing the company's GoGo Gear looks at home on a scooter and on the street. The company recently debuted the collection at fashion week in Los Angeles and at the Milan International Motorcycle Show. Next on the horizon is the "360" line which incorporated retroreflective material into reversible riding jackets. See more styles at [scooter-girls.com](http://scooter-girls.com).



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# ♀ RALLY REVIEWS ♂

## Dead Elvis III: Rally of Lust

Memphis, Tennessee - September 11-13, 2009

Memphis Kings SC - 39 scooters

Report by Bob Vichie, Photos by Christopher Blank

Memphis, TN, is the home of Elvis, the Blues, Rock and Roll, Soul, and awesome BBQ. Dead Elvis III: Rally of Lust marked the third installment of the famed Dead Elvis series of rallies organized by the Memphis Kings Scooter Club. The rally was a celebration of everything scooters and anything Elvis and offered the participants an ample helping of each.

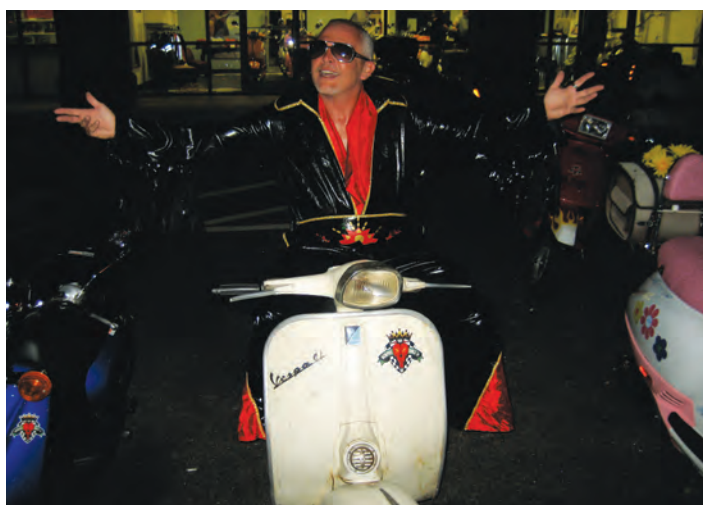
The festivities began Friday afternoon with early registration. Bob and Mike provided burgers and dogs at Calhoun's Sports Bar, a favorite local watering hole in the trendy art deco South Main Historic District. Ample parking in front allowed an impressive lineup of scoots of all makes, models, and vintages to be displayed and admired by everyone. After the registration, and fueled by frosty beverages, the group proceeded to the Flying Saucer Draught Emporium for some additional camaraderie and live music. The Saucer's management even greeted the scooterists with a Fat Tire beer special.

Saturday morning planned for Billy Bob's Burrito Breakfast at the Super 8 at E.H. Crump Park followed by a ride. After a few chase rides to round up the lost scooterists, we finally had all 39 scooters assembled. Breakfast done, the ride proceeded to the Tennessee visitor center where guests can have their photo taken with the two kings that made Memphis so famous -BB King, and of course, Elvis! With only one breakdown at the onset of the ride, we were afforded a little extra time with the kings while the chase vehicle escorted 11 scooters at the back of the pack back to the visitor center.

The ride continued on to Sun Studio then on to Super Cycle, the shop that built Elvis' motorcycles. On display is a magnificently restored Harley Topper, complete with sidecar. Next up, the holy grail of Memphis tourism: Graceland! We rode down Elvis Presley Boulevard and parked in front of the famous wall. Some of the group followed tradition by leaving a message written on the stone wall.

After visiting Graceland, we headed back downtown for the scooter judging, slow ride, and gymkhana. Twenty-four scooters (of various makes and models) participated in the judging. Afterward, three exciting heats of slow race were held in Navy Park. In fact, one of Memphis' finest stopped by and had a good laugh of the excitement of the slow race. The final competition was a grueling gymkhana designed by Billy with the unexpected surprise of a sand trap that wasn't found until the first racer got mired.

The fun ride and activities were followed by the awards banquet and raffle that was held at Metro Moto, a new scooter shop in its first week of business. The legendary trophies were an immediate hit with the crowd, as well as the 16 award categories. After the crowd had their fill of Central BBQ, awards and raffle prizes were distributed



to many of the participants. Sincere thanks to Linda of Metro Moto for the use of the facility and also for the cool rally mugs that were given to each scooterist.

The rally came to a rainy end on Sunday with folks gathering at the Arcade for breakfast. After saying our good-byes, trailers and trucks were loaded and the brave souls ventured out onto the wet roads for their long ride home. A good time was had by all! Find out more about the rally and the Memphis Kings at: [memphiskings.net/dead-elvis-iii](http://memphiskings.net/dead-elvis-iii).







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# RALLY REVIEWS

## Rods and Mockers Scooter and Moped Rally - August 1, 2009

Ithaca, New York - June 5-7, 2009

Ithaca Scooter Club

Reported by Jade Zee

Photos by Jon Ko, Lisa Panzeri and Robin McCann

The Finger Lakes area of upstate New York is known for gorgeous waterfalls, local wineries, and scenic boating and hiking. That list can now include a kickass scooter and moped rally befitting even the most discriminating veteran rally-goers. On a warm and sunny weekend in June, the Ithaca Scooter Club hosted their first official rally for over 65 riders of classic and modern scoots, sidecars, mopeds, and fuzzy blue dirt bikes, of every vintage and state of disrepair, which were ridden, driven, or dragged from all of the neighboring states and as far away as Ohio. Command Central for the event was Ithaca Scooter & Cycle, our local shop and rally sponsor.



Friday began with what seemed an endless supply of local brew, bonfire, fireworks, live music, and debauchery - and when there was a sudden realization that the last one was one too many - rally goers could safely retire to the comfort of their tents. Before the peaceful sound of crickets filled the air, over 80 pallets and two blowup dolls met their end in the fire pit.

Both a slow and a fast ride left on Saturday morning to explore the

city and countryside, including stops at Taughannock Falls overlook, which boasts a 200-foot plus drop off; Ithaca Falls, where the fast ride took a group shot; and Cornell University's Arboretum. Twisty downhill connected each of these leisurely stops and by mid-afternoon, we met our moped friends at Stewart Park at the south end of Cayuga Lake. The entire group then swarmed the four square blocks of shops and restaurants of Ithaca Commons, where crowds were treated to the clattering of 10-inch tires on red brick pavement, endless hooting of horns, and clouds of strawberry scented two-stroke smoke. After a slight brush with the local authorities, we hightailed it back to command central.

While scooterists relaxed with complimentary cold beverages from the portable redneck bar (what John Deere intended), mopeders tinkered with their usual post-ride repairs. Following a hearty pulled pork with fixin's BBQ, the gymkhana and band were set up. There was fierce competition during the fun and games with the Vietnamese Family Ride and wipeouts under the blowup doll arch standing out as real crowd pleasers. For the former, the local team battled it out against Rochester's Negative Image Scooter Club and Harrisburg's Three Mile Island Scooter Club. While we came up with Kama Sutra-like arrangements on our Stella, the other teams made it look like a walk in the park on their maxi-scooters. That said, they did have "regular" folks and we cherry picked for the smallest passengers.

The evening ended in what can only be described as a three-ring circus. Bikes raced around the makeshift grassy oval track surrounding the raging bonfire to the tunes of Syracuse's own "4 point 0" ska band while fireworks were exploded and fire-batons were twirled.

While all the events made for a most memorable time, for me, it was the folks who attended that made this inaugural scooter and moped shindig such a fabulous success. We hope to see the return of old faces, and new ones, at next year's rally, which, of course, will be bigger and badder. We'll pull out all the stops and it will be good to the last drop. Stay tuned at: [rodsandmockers.com](http://rodsandmockers.com).





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# ♀ RALLY REVIEWS ♂

## River City Rally

St. Louis, Missouri - September 18-20, 2009

St. Louis Scooter Club - 50 Scooters

Reported by and photographed by Terri Willits

Anticipation ran high as rally weekend approached in St. Louis, MO. Sponsors were sending swag, ride routes and events were being reviewed, and scooters were being washed and waxed. The three-day event arrived with spirits high as scooters from a handful of states pulled up to the rally registration. Old friends and new faces joined for the opening night of the St. Louis Scooter Club's (SLSC) second annual River City Rally.

The weekend began with relaxed outdoor dining as the group gathered to ready for the Friday night urban ride. The SLSC enlisted the urban savvy St. Louis City-based 30 Day Scooter Gang to lead the rally participants through a sightseeing tour showcasing the city lights and public art displays, ending on historic Route 66 for tasty treats at Ted Drewe's Frozen Custard—a must for any visit to this fine city.

Breakfast on Saturday morning at one of the local scooter shops was the gathering point for what rally-goers have come to know as "Maggie's Ride"—the big ride of the weekend. Maggie Madonia, founder of the St. Louis Scooter Club, led forty plus scooter riders, mounted on bikes ranging from 49cc's to 650cc's, for four hours through historic neighborhoods, renovated business districts, and newly built suburbia, onto miles of urban twisty roads to the overlook at the unique Confluence Point Park. Here onlookers took in the awesomeness of the merging Mississippi and Missouri Rivers. What could be more befitting of the River City Rally? The ride continued along the riverfront, through downtown St. Louis, and passed under the great arch at the Jefferson National Expansion Memorial and finished at Jefferson Barracks Park for customary St. Louis-style barbecue.

Rain threatened to cancel the gymkhana, but the fearless slow ride, joust, and weenie bite contestants persistently dodged the falling drops throughout the fierce competition. The winners were recognized in a ceremony held under the park pavilion. Swag and raffle prize giveaways preceded an emotion-filled presentation by the SLSC founders as they paid tribute to a beloved member lost early in the riding season. The Wade Teeter Founders' Award was presented to fellow scooter enthusiast and club member, Wendy Orlandi, for her ongoing support of the local scooter community.

As riders pulled on their rain gear to head back to their hotels and homes, all were still riding the high of the day's events, and plans were made by the die-hards to meet up later that night to hang at one of the sponsor locations for dinner and drinks. Others vowed to meet up for brunch in the morning before seeing the out-of-town guests off for their rides home.

Weary and weather beaten, a motley crew gathered at the annual Sunday morning brunch rally. Exhaustion was well hidden behind the smiles as the story telling and photo sharing began and everyone shared their favorite moments of the weekend.

Rain filled gray skies, bittersweet goodbyes and promises to "call when you get there" closed out River City Rally 2009—three days of laughter, joy, and camaraderie as can only be understood by those sharing the passion of the ride. Remember, at the St. Louis Scooter Club they don't care what you ride... just that you ride! [www.stlscooterclub.com](http://www.stlscooterclub.com).



## RALLY REVIEWS

### Worshipping the Beast

Sacramento, California - October 23-25, 2009

Burgundy Topz SC - 70 bikes

Reported by April Whitney

When I first got into scootering, one of my first out-of-town rallies was a Burgundy Topz affair. The camaraderie, friendliness and genuine fun set a precedent that I have since, right or wrong, measured all other scooter rallies against. So, I was happy to get back to the California capital to meet up with my Topz friends.

The rally began with the obligatory meet-n-greet as visitors filtered into the city. Located in Old Town Sacramento, the Backdoor Lounge played host. If you ever get a chance to pop in for a drink, do. You'll find it down Firehouse Alley tucked away like a real hole in the wall. It's like a pirate's den. Folks came from as far away as Portland, OR, and it was nice to meet up with so many far-flung friends.

Saturday was The Big Ride, which is not hyperbole. The Topz are a 20+-year-old vintage club that does not baby their vintage bikes. The 80-mile ride lead out of town, along the delta, through fields and farms and even onto unpaved roads (by mistake) and into a few small towns that punctuate the river. I was injured and couldn't ride, so I followed along with a support vehicle and extra gas. I ended up picking up my housemate whose flywheel decided to disintegrate halfway through the ride. The group ended up at a tavern for pulled-pork sandwiches and some time to relax before the night event, which was a



three-band surf/ska extravaganza with headliners, The Hypnotic IV, with Burgundy Topz' Andy on guitar.

The Sunday day show took place at Barber's Alfa Romeo, which can fix any European vehicle, be it a finicky Fiat or a lackluster Lambretta. The events included the scooter show, a raffle and a pasta sauce competition (yum!). During the awards, club member Alex spoke about the rally's name and how we had all caught the fever that caused us to "worship the [scooter] beast." In that spirit they gave an award to Dewane who had ridden his crusty Vespa GS all the way from San Jose, and would ride it back. Truly someone who, rather than baby his vintage bike, rode it for all that it was worth.

The Burgundy Topz host two events each year. If you can't make Worshipping the Beast, try Scootouring, their camping rally. Find out more at burgundytopz.com.

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# RALLY REVIEWS

## Motor City Shakedown 5

Detroit, Michigan - July 31 - August 2, 2009

Detroit/Windsor Rovers - 90 Scooters

Reported by Ron Arnold

Photos by Stephen Rinaldi and Juliana Shewe

For the fifth Motor City Shakedown we knew that we had to create something special. We wanted to get back to basics and provide our attendees with not only a good time, but an experience to remember. Here I sit, three days after the rally and my ears are still ringing, the tips of my fingers are still tingling, and I'm taking it easy with lots of water and vitamins... I guess you could say the Motor City Shakedown 5 was a success.



The rally kicked off on Friday afternoon, with volunteers and attendees forming up at the first nights venue, the incomparable Magic Stick entertainment complex in Detroit. As preparations were being made downtown, rally attendees were gathering in Ferndale for the first of the escorted rides to the evening venue. The Magic Stick is a multipurpose facility that hosts a historic performance space, 16 lanes of bowling, a new deck high above Woodward Avenue and a cafe/bar. The Rovers hit that space hard on Friday night, with hugs and handshakes for

the friends who return to the Motor City Shakedown every year and warm welcomes for the new faces and scooters. Soon the reserved scooter parking out front was filled and a quick ride to Belle Isle departed. Upstairs, the band started playing and the deck bar was hopping. Pizzas were delivered from the onsite "Sgt. Pepperoni's" and the night began to get serious. Too soon it seemed, the escorted rides began running back to the close-in suburbs where the famous Rover's after party was soon in full swing. Around 4AM, the crowd began to lose steam, so it was off to the hotel and/or crash pads in the neighborhood to rest for a scant few hours before the big day.

Saturday started way too early for some visitors to MC5 at the traditional rally breakfast at Rover Greg's house in Ferndale. An awesome spread of bagels, sausage, eggs and fruit, along with and fresh gourmet coffee awaited the over 170 attendees. Soon, both sides of the street were filled with scooters of all descriptions, from a Heinkel to a "Bella-zaki" to dozens of awesome Vespas and Lambrettas, even a scattering of twist-and-gos, some vintage and some showroom fresh. At the appointed hour, over 90 scooters were escorted by Ferndale's finest to the city line and the main ride of the rally began. Heading northwest, the ride took in twisties and straights on the way to the sleepy village of White Lake Township where a police escort of a different nature awaited us. It was just a warning, as a panicked cager had apparently never seen such a cool cadre of scoots before. After refreshment at Billy's Tip-N-Inn, the ride headed back to Detroit, rounding lakes and culminating with a run down Woodward to the "Theater Bizarre," the retro-abandoned-carnival sideshow-themed-venue for the rest of the day.

An awesome gymkhana was put together by the Rovers in a unused lot behind Theatre Bizarre. The course included a ride through a twisting, pitch black tunnel called the "Scaredy Cat," a 4' high teeter totter, bridges and jumps. Along with an excellent barbeque sponsored by Vespa Brighton, there were thrills, spills and laughs galore as the brave pilots tried their hand at the tough course. The winner aced the course on a Vino, much to the amazement of the crowd. After the gymkhana, the rally prizes were handed out and the raffle finished with excellent loot from MC5 sponsors and the Rovers distributed to the happy winners. After the gymkhana ended, attendees either headed back to their crash pads or rode up Woodward to one of the many fine dining establishments to "rest up" for what promised to be a truly bizarre evening.



The Theatre Bizarre is a unique performance space located near the state fair grounds in Detroit. The neighborhood is largely abandoned, and features more than a few forlorn, blown-out houses and mysterious, apparently purposeless structures. In the middle of this tableaux is Theater Bizarre, a collection of houses and empty lots that has been transformed into a disheveled version of an old-time sideshow or carnival. It's equal parts creepy, stunning and wonderful. During the day is one thing, but at night the area is transformed into a strange world of fire and blinking lamp light, theatrical smoke and fiendish violin music. And then the acts begin! Attendees were treated to rock bands, a heavy-metal puppet act, incomparable dance performances (including one from Rover Juliana) and clown and transgender wrestling. Side show acts wandered through the crowd tossing fire and mixing it up in a good-natured, bizarre way.

Amongst all this mayhem, the Motor City Shakedown 5 rally scooter, a stunning original 1975 Rally 150, was raffled off. The lucky winner was equal parts stunned and happy, and all the rest of us were killer-jealous! The party continued into the night and the morning. Everyone left stunned with the awesomeness of it all and we all left (eventually) with a promises to return next year.

Sunday dawned and the slumbering Rovers and visitors slowly stirred to life, some with a scant few hours between the last event and the breakfast. A surprisingly large turnout descended on Ferndale's "The Emory" for the end of the rally. In addition to the usual excellent Emory breakfast, a whole lot of camaraderie and extended good-byes were exchanged. Final photos were taken, and a constant buzz of scooters on Woodward avenue seemed entirely appropriate. Many thanks to all of the sponsors and people helping at the venues, all of the Rovers, and most of all the attendees, who continue to stun us with their dedication and commitment to good times in the Motor City! Based on the buzz, clear your calendars NOW for next year's Motor City Shakedown 6!

# RALLY REVIEWS

## Tour di Mari #2

Seattle, Washington - August 7-9, 2009

Westenders SC - 80+ Scooters

Reported by Bob Brown; Photos by Jodie Henry and Fuzz Hill

Valley Scooter of Washington/Westenders SC Tour di Mari 2 is now officially history. For three delightful days, scooterists from as far away as Canada mixed, mingled, rode, bowled, ate, made new friendships and renewed old ones. With the generous support of their Title Sponsor and many other kind supporters, the Westenders Scooter Club put on another great rally for the 2009 riding season!

The rally started Friday afternoon at Jack Block Park in West Seattle. Tony B. and his hardworking crew from Kent Kawasaki/Valley Scooters of Washington fired up the grills and served a wonderful BBQ for the assembling "Swarm" who collected their rally packs, which were chock-full of goodies from the Westenders and their sponsors.

After dinner, the Swarm saddled up and prepared for the first ride. Led by Hairy LaPinch, we toured West Seattle, winding up at West Seattle Bowl for an evening of bowling and socializing. Later in the evening, GrumpyGus led a party to Showbox SoDo to see a rollicking performance of the smoking hot ska band Tiny Hat Orchestra!

The next day started with breakfast at the Skylark Café, the perfect place to start a day, with hearty breakfasts and some of the best Bloody Marys in West Seattle! The folks at Skylark put extra staff on to ensure that the Swarm was fed in a timely manner.

Once everyone was suitably fortified, it was time to depart on the famous Tour di Mari "Water Ride," a delightful, long tour of the best sights the Seattle area has to offer. Led by Doc and his trusty sidekick, Rusty the Wonder Dog, the Swarm rode to Puget Sound, Lake Washington, Portage Bay and Lake Union, the Arboretum, and ended up on the beach at Golden Gardens Park for GrumpyGus' Gourmet BBQ!

Westender GrumpyGus is passionate about music and cooking, and he likes his rally spreads to be something a few cuts above the usual "burgers and dogs" fare. This year he outdid himself, and provided the rally-goers with a "Top Chef" quality menu that included grilled chicken in fig sauce glaze, lamb brochettes romesco, pesto salmon, salad Nicoise, as well as pasta, orzo, and tabbouleh salads!

Once the Swarm had eaten until they couldn't take another bite, it was raffle time. Tour di Mari 2 was blessed with generous supporters who donated over \$3,500 worth of prizes, so it seemed like practically every participant went away with something!

After the raffle, beautiful trophies that were handcrafted by Vespa Club of Seattle President "Pastry James" Martin were presented. Best Modern Scooter was won by Jodie Henry with a beautifully decorated Vespa GTS250, Peter Knowles claimed the Best Vintage trophy with an impeccable Vespa GS, and Canadian Terry Campbell won the trophy for Furthest Travelled! Later that evening, Westender Bodhi led the Swarm to the Marco Polo Bar & Grill in Georgetown for an evening of live music!

On Sunday morning, the Swarm met again at C&P Coffee (official coffeehouse of the Westenders SC!) in West Seattle. Westender EZ was awarded the Hard Luck prize for not only having the front bearing of his Vespa GL go south on him, but having two of his trucks break down while trying to retrieve his scooter! After coffee, Click led the Swarm on a delightful ride through some of Seattle's oldest and stateliest neighborhoods. One of Seattle's most prominent photographers, Click has an artist's natural eye for beautiful scenes, and he took the Swarm to many of his favorite spots for panoramic views, winding up at Queen Anne Hill's Kerry Park. Once there, prime minister Roger-Tango thanked everyone for attending, and officially declared Tour di Mari 2 at an end.

The Westenders Scooter Club would like to thank everyone who put in long hours to make this year's Rally an outstanding success. We would also like to thank all the individuals and businesses that supported us, especially our Title Sponsor, Valley Scooters of Washington. Lastly, we would like to thank all our new friends who came from near and far to ride with us!

Coming August, 2010: Valley Scooters of Washington/Westenders Scooter Club presents Tour di Mari 3: Riding down to Brighton! For more info go to: [www.westenders.org](http://www.westenders.org).



# ***Scoot! Rides the KYMCO YAGER 200i***

**By April Whitney**

Over the years we have reviewed several KYMCO scooters. The Yager is a new model on the block that occupies that unusual engine size between 150 and 200ccs. KYMCO also sells the People S 200, which is a 163cc bike, but it is not common to see scooters in that mid-size. I wish it was more common as I find that I have enjoyed riding scooters that have more power than a 150, but not as much bulk as a 200.

I suppose I should start out this review by admitting upfront that I have a little bias against angular, insect-like scooters. I'm more of a curve-lover, and prefer an arc to an angle, so I fully expected to dislike the Yager's look. That being said, if you like a more angular look, you are in luck. Many new scooters try to bridge the gap between classic and modern styling and often fail at the integration. The Yager could care less about what curvy models preceded it. Its pointy nose, integrated head- and taillights, turned up tail and antennae-like handlebars are the furthest things from the Gregory Peck/Audrey Hepburn image that we scooterists can't seem to escape. If you would rather live in a Hong Kong action film, then this could be your bike.

Yet, after riding the Yager for a bit, some of its design began to grow on me. I'm a fan of the blue/black paint job that would make Cat Woman proud. I do like how the headlight and taillight assemblies blend in with the bike's design. The rear rack/backrest combo is not only comfortable but it also keeps with the bike's lines and is more functional than many standard racks on other scooters. I also liked the

design of the mini windshield. Not sure how something so small could work so well, but it really came in handy and the tinted, textured look blended in well with the bike. One thing that I always love: flat floorboards. This girl likes to shop and I need practical shopping bag storage.

The Yager should be pretty peppy at 174.5cc, but I felt that it could really use some more oomph, especially off the line. The mediocre power wasn't bad, but it wasn't great either. After riding around town for a few days I started to think about comparable bikes that I have ridden. As I mentioned, the Yager falls into an engine displacement size that isn't common. But, I compared it against some other bikes that I have ridden and determined that a couple of things could be holding it back. The Yager's weight measures in at 308 lbs, just 18 lbs less than the Vespa GT250, 11 lbs more than the SYM HD200 (171cc) and 52 lbs more than the People S 200 (163cc). Anyone would expect the GT to have more pick-up, but the HD200? The engine sizes are close, but the weight might make a difference. The gap between the Yager and the People S 200 is huge. While the People has a smaller engine, I don't think the Yager can get much more on it with all those extra pounds. Another thing to consider is that the HD200 and People S 200 both run 16-inch tires compared to the Yager's 12"/13". Smaller tires take more effort to turn. I wonder what a 14- or 16-inch wheel conversion would do for the Yager.





While the Yager is a solid, well-made scooter, there are a few items that I would change on it. The basic features on the indicator panel include an analog tachometer. By their nature, scooter engines are always working hard. I found that when I began to get a good amount of speed, let's say above 45 mph, the tach began to get really close to the red zone. For a bike that can easily go 65 mph it can be disconcerting for a rider to look down and see that they are in the red without achieving their maximum speed. For this reason, I would just ditch the tach altogether. I think it causes more concern than needed, and I ended up ignoring it. The other thing I would change is the rear suspension, or at least make it more beefy in its stock setting. The seat is comfortable, but it can't make up for the shocks. In the stock setting I found that the bike transmitted the shock of bumps, potholes and run-down railroad tracks right through the seat. When I rode as a passenger, it was worse. If I would have had more time with the bike I would have tried adjusting the shocks to see if it would help.

KYMCO offers 16 different scooter models ranging from 50cc-250cc and the Yager is somewhere in the middle of that field. It has some good points and some room for improvement, which seems to put it in the middle of the pack amongst all the scooters that I have ridden. It will appeal to those who want a little more power than a 150cc at a competitive price, but it won't wow anyone with its exceptionality.



*The exhaust provides a gentle rumble that won't trouble your neighbors.*



*The headlight fuses nicely with the design while the short windshield works surprisingly well.*



*The backrest provides passengers with comfort and peace of mind.*

# Scoot! Rides the KYMCO YAGER 200i

## SPECIFICATIONS

KYMCO Yager 200i	Overall Length: 79.9"
MSRP: \$3,499	Overall Width: 30.7"
Engine: 174.5cc 4-stroke SOHC	Overall Height: 49.4"
Cooling: Liquid	Seat Height: 31"
Ignition: Electric	Dry weight: 308 lbs.
Front suspension: Telescopic forks	Fuel capacity: 2.9 gallons
Rear suspension: Dual shocks	Estimated MPG: 75
Front brake: Disc	Colors: Matte Black, Light Blue, Gray
Rear brake: Disc	Notes: Two-year warranty. Instrumentation includes analog tachometer with digital speedometer, odometer, clock and fuel gauge.
Front Tire: 120/70-13"	
Rear Tire: 140/70-12"	



- Welcome entry into underserved engine size
- Generous underseat storage
- Useful backrest/rack combo
- Sexy blue/black paint
- Nicely placed fuel intake



- Middle of the road power
- Rear shocks lacking
- Distracting tachometer



Passenger foot pegs deploy easily with a tap of the foot.



The tachometer is more of a hassle than a benefit.



The useful rack works well with bungee cords.



The Yager's roomy underseat storage is a plus.



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# Terri Campbell's Cross Country Adventure



Many scooterists dream of taking a long journey by scooter, but for most it remains just a fantasy. For Terri Campbell, it became a reality this summer as she undertook a 3,456-mile solo adventure from Halifax, Nova Scotia, across the United States, to the West Coast—on a Vespa PX150.

On May 29th, Terri said goodbye to her husband and two children and embarked on the journey to California to attend Amerivespa over the Fourth of July weekend. Purchased especially for the trip, Terri's Vespa had 3,400 km (about 2,112 miles) on the odometer when she loaded it down with all the necessary supplies—tent and camping gear, clothing, spare gas, water—and set off on her voyage.

Amerivespa attendees were abuzz over this petite woman who endured nature's elements and rode across the country on her own. There was no controversy over her receiving the furthest traveled award, just lots of enthusiastic clapping and hurrahs. I caught up with her during a quiet moment at the rally.

By Pistol Pete Cervantes  
Photos by Terri Campbell

**Pete:** WOW, So Terri, why did you do this?

**Terri:** Honestly I don't know. I had never been to a scooter rally and I saw that Amerivespa was happening so I decided that was where I was going. I bought a stock Vespa PX150 with 3,400km on it and with big support from my loving husband I planned a trip to my first scooter rally. My plan was to have my husband, Dan, meet me in San Jose where we would celebrate our 25th wedding anniversary and have a holiday. Believe it or not ,but this was our first holiday together in 25 years!

**Pete:** Have you done this before?

**Terri:** No. I owned a Honda 550 25 years ago but only put about 500km on it.

**Pete:** What were your feelings about this big adventure?

**Terri:** I didn't think about this too much. "Just do it!" I didn't look at the big picture. I decided that I was going to get up the next day, look at the map and head west!

**Pete:** What were some of your highest points?

**Terri:** Meeting the people along my journey. I never felt intimidated, weird or worried being a woman traveling alone on a scooter. Oh, a defining moment for me was when I rode my scooter across the Golden Gate Bridge. Wow!

**Pete:** And some of your lows?

**Terri:** Traveling through Idaho Falls. The weather was horrible and became extremely windy. I fought a head wind and had traveled only 66 miles in 3 hours. I was tucked behind the windshield of my scooter getting tossed around. I'm not religious but at that time I did pray to God! Oh, and riding through the desert roads. At this point I was tired and sore. What also kept me going was writing in my journal every night. In fact, I wrote it in the form of a love letter to my husband Dan. Our plan was to meet at Amerivespa and celebrate our 25th wedding anniversary on July 13!

**Pete:** Did you ever get any negative responses from other motorcyclists or people along your travels?

**Terri:** Never. In fact I experienced kindness from strangers. I met some hardcore bikers when I was camping in Nevada. I mean scary looking bikers carrying guns! They were so nice to me. They would make me coffee in the morning and told me that if anyone ever messed with me, to call them. They told me the best route to take and invited me to visit them. I found that the bigger and scarier the biker, the kinder they were.

**Pete:** So now that you have finished, do you have any plans to do another big adventure like this? Maybe do the Scooter Cannonball?

**Terri:** Well, ideas are spinning in my head. But at the moment I just want to relax and soak in this journey. Dan and I have plans to move to Salt Lake City so this will keep us busy for a while. I definitely will get more involved with the scooter community like on Modern Vespa and possibly some smaller scooter rallies. They are so awesome. I will also attend the next Amerivespa in Texas. This Amerivespa was very impressive. Very well organized and the rides were awesome! As for the Scooter Cannonball, probably not!

**Pete:** So how can people contact you?

**Terri:** You can find me on Modern Vespa on Facebook.

**Pete:** Well Terri, it was an honor to meet you and I wish you well with moving and scootering, and we'll definitely see you in Texas for Amerivespa 2010.

**Terri:** YES definitely! And a big thanks to the scootering community! Bye.



# Terri Campbell's Cross Country Adventure



First night of the journey!



Riding in California



The majestic Teton Mountains



Wow! Really BIG tree!



The Pacific Ocean. I have arrived!



My very first rally. What a trip this has been.

It's, Like, The Coolest Scooter Ever.



**The New Like 50** Is it the cool european vintage styling, the awesome gas mileage or easy to ride automatic transmission? It could just be the KYMCO proven reliability and reputation for exceptional value. This hot ride comes with a peppy 49cc engine, color matched top case and plenty of underseat storage for a backpack, laptop and all your stuff. Available in white, ivory, red, light blue and basic black, there's a Like 50 that you'll look great on. Whatever the reason you decide - we guarantee you'll love your new Like.



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# Scooter Collector Profile: Brian Holm

By April Whitney

In this Profile, we'll meet Brian Holm who has been riding scooters for 27 years. Early into his scootering life he began collecting Vespa memorabilia starting with books. As with many collectors, his collection grew and he began to specialize in particular Vespa items. We caught up with him to see his scooter-themed chocolate molds. Yet, as is to be expected, our conversation ended up covering more ground.

Brian is an IT Director for an insurance company who lives with his family in San Francisco, California. He has owned several Vespas throughout the years, but currently owns a 1963 German GS, a 1956 handlebar project, two P200s and a 1959 VBA— his first scooter.

## Q: When did you start collecting and what was your first item?

A: Early on I'd buy anything that said "Vespa" on it, but really the first treasures were books, especially hard to find books from Europe. Most of the books I first bought were in Italian or German, and then, as [scooter] shops grew, the dawn of eBay certainly made things worse, in terms of addiction. What's changed for me is that once you've seen some very large, very impressive collections, you can either pursue that or focus on one particular item or type of item and really get to know it. So chocolate molds were more unusual and rare. Buy things that really line up with your interests; I like to cook, I like to make candy, so chocolate molds fit in with the rest of my life. The same goes with the Vespa board game "Tour du Monde" in that I saw it in Kees Portanje's collection and it had just really intrigued me, the color and the complexity and its extreme rarity. You constantly want to challenge yourself with the treasure hunting aspect. And OCD kicks in here, and I want to find out everything about it, for example, there are five variations on the game, know what years they came out, know the nuances, where to find them, what their value might be.

[Ed.- Tour du Monde is a Vespa-themed travel board game with complex rules and lots of pieces.]

## Q: Where did you find these versions of Tour du Monde?

A: The best way to find the French version of the Vespa games is French eBay (ebay.fr). The Italian version, which I don't have a copy of (the rarest version) comes up very rarely on eBay.it. The French version is far superior – the box is mind-blowing. So that's it; I like toys and I like books.

## Q: Is there a specific collectible that you are still searching for?

A: You know, it's always the one that got away. I'd say in terms of chocolate molds, the scooter molds themselves are great, but it's the character molds like Santa Claus and the Easter Bunny that are the rarest. I've missed out on the Santa Claus's, and that's probably it. There's one that I'm conflicted about – the Lladró figurines. I appreciate their quality but they're a little too pastel and kitsch for me. So it's a sort of a push-pull thing; part of me goes "Wow, that really is rare and quite fine, but stylistically it's not really my thing at all." The problem with something like the Lladró figurine is that they are made to be collectibles, whereas I really like the objects that serve some purpose other than just being a collectible, like a toy, or a game, a tie you can wear, a mold, a keychain.

## Q: How much time do you spend searching for collectibles?

A: These days not so much. I probably look at eBay a couple times a month. I used to look three or four times a day.

## Q: Do you correspond with other collectors?

A: Infrequently. I know a large number of them, but I really take the opportunity to talk to them rather than correspond with them. I don't work it as a collectors



*A popular and readily available metal mold.*



*A boy on a scooter.*

network, but I talk to people I know about their collections, especially friends. If you consciously decide not to have everything because it's unrealistic or doesn't fit in with your lifestyle, you tend to specialize, and you look for the right place for things to go (give things away that someone else might like more). For example, a friend from Australia sent me a book that was really cool and unique and a visitor (Kees Portanje) came over and I showed him the book, he had never seen it. I gave him the book. I think as much as it's nice to have your private hoard, it's better to give it to someone who is going to ride it or use it or display it or restore it.

## Q: Have you ever made scooter stuff?

A: I've made decals, cards, trophies and patches. I've made scooter gifts like molding chocolate from the Vespa molds. I've made scooter Christmas ornaments as gifts.

## Q: Do you have any funny or unusual stories about collecting?

A: You wind up with shrines in your house, but you don't mean to. Once you get a center of gravity going, then it kind of builds on itself. People start wondering what to get you for Christmas and then they start giving you anything with scooters on it. It starts to feed on itself. People at work have given me scooter models, my dad has given me scooter models. You prize rarity; it's a conversation starter.

*Thanks to Brian Holm for sharing his story and to Corey Fake for transcribing the interview.*



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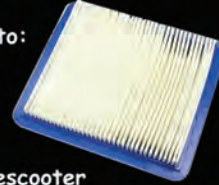
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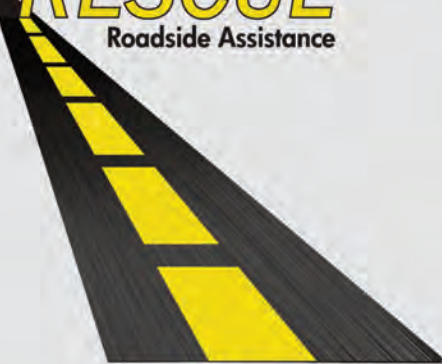
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Rider Rescue is not yet available for purchase by residents of California, Oklahoma, South Dakota or Virginia

# A Big Gift for a Little Scooterist

By April Whitney

You may have seen images of this gorgeous children's rocking scooter on the Internet. When I saw them I had to find out more about this incredible custom toy—and figure out how I can get my own!

The one-of-a-kind rocker was created by Diego Squillace for his nephew (also named Diego). Adult Diego is originally from Naples, but now lives and works in Turin as a car designer. He enjoys making models from a variety of materials including wood, fiberglass, clay, and metal. This creation is a perfect melding of his skills.

The scooter rocker is completely handmade by Diego, except for the original badges and accessories. The whole process took about 40 days. Diego claims that he could remake it, but it would set me back two thousand Euros. As much as I would love to have one, I think I would look really odd sitting on a kid's rocker in my living room. Sigh.



*Coolest scooter rocker ever!*





[www.fluevog.com](http://www.fluevog.com)



# "Classic" Scooter

Advance look by Josh Rogers, Photos by Amber Curtis



Side by side with Scoot!'s Josh Rogers and Jim Goodman



The Scoot! staff was recently introduced to the California Scooter Company. I had heard a rumor that a company was building scooters in the USA. That was intriguing enough, but when we found out what they were building, I was ecstatic.

For some of our "seasoned" or history buff readers the Classic may remind you of Mustang scooters from the '50s and '60s. It should, as that is the goal. In many ways it's very much a Mustang scooter—it even has the hard-mount motor that feels as if it's going to vibrate the rider apart. The California Scooter Company worked with Jim "Jimbo" Cavanaugh, a production manager from the original Mustang assembly line, to create a "modern Mustang" that would embody the look and feel of the original with the benefit of modern technology.

Scoot! got a rare opportunity to try a pre-production sample of the Classic. I'm no Mustang expert but when I first saw this bike I was impressed with how closely the modern bike looks like the vintage. Upon closer inspection newer features are apparent, but overall it's a great looking homage to the original.

This bike is truly a work of art. It has that certain American style that has disappeared from modern day scooters. I like that it's an all-metal modern machine with a 5-speed manual transmission. The frame is a copy of the original frame. The tank is now one piece where the original is two pieces. The engine is a modern version based on a Honda engine. A modern choke and electric starter, both located on the handlebars, make for easier

## The Ride

Essentially The Classic is a hard tail. There is no real suspension in the rear; the only things keeping you from feeling every bump in the road are the springs holding up the seat. Aside from the constant vibration that it causes, it provides for a surprisingly smooth ride; on par with many of the modern scooters that I have ridden. The seat height (27") is relatively low and may appeal to those with shorter legs. Despite the fact that it has all-metal construction, it is only 240 lbs. The Mustang was one of the first scooters to have telescopic front forks. The Classic has updated forks, which cause the new bike to sit a couple of inches higher than its vintage predecessor.

The 5-speed manual transmission is great fun to ride. Shifting was very smooth like most modern motorcycles and the clutch was easy to operate without struggle. I would prefer a 250cc engine rather than a 150cc. It is quick off the line but tops out at 55 MPH. It may go faster once it fully breaks in or if I lost some weight. I was impressed with its ability to turn; the turning geometry on this bike is perfect. I found that the Classic is rather cold blooded. In order to get it going, I had to leave the choke on until the bike felt like it was starving for gas, then flip it off.

Since this is a pre-production model, I have some suggestions on how to improve the bike. The master cylinder for the rear brake is really close to the exhaust, which makes me wonder if there may be some issues down the line caused by excessive heat. The exhaust pipe is unshielded and I burned two shoes on it, so I know by personal experience that it gets HOT. Although it may be considered a modern upgrade, the taillight assembly is now welded on rather than bolted (as it the original). This hampers customization. The disc brakes seem a little excessive for this bike. It, combined with the rims, the billet aluminum speedometer, steel braided cable housings and black powder-coated motor, all contribute to

the high retail price of the scooter. Due to the modern requirements of the E.P.A and D.O.T the Classic also has several updates such as safety lights and a modern carburetor.

During the first 300 miles of testing, some issues arose that I feel were mostly due to the high amount of vibration. The taillight went out and a bracket broke in the first 50 miles; the chain guard broke at 150 miles. Perhaps a rubber-mounted motor could reduce the vibration that not only caused some part failures, but also would have kept my hands from going numb. After about an hour and a half of riding my hands were numb and the single seat (which leave little room to change positions) became uncomfortable.



*You can see the bolts that hold on the original taillight assembly (below) versus the weld for the newer model (above).*



## The Greaser



## The Babydoll



# "Classic" Scooter

Jim's award  
for Best Mustang



Jim with his two-wheel and four-wheel classics.



California Scooter's "Classic" engine

## The Owner

Full Name: Jim Goodman

City/State: San Jose, CA

Scooter Club: Mustang Club, Cushman Club

Occupation: Retired Excavating contractor

Why scooters? Like every kid back when, we just wanted one.

How long scootering? Since I was 14

Dream bike? When I was a kid I had a 1951 Powell and I always wanted a Mustang. Now I have one.

When not scootering: I like to fly my Cessna 180 plane

## About the Bike

Year/Make/Model: 1956 Model 8 Special

Engine: Original 4-speed. The first 4-speed Mustang

Paint: Custom two-tone paint

Top speed: 70 mph

Other notes: Mustangs were the first scooters to have telescopic front fork.

# "Classic" Scooter

## Overall

The styling of this bike is refreshing in its vintage faithfulness. The engine is peppy with a lot of torque. It really gets up and goes. For those who love the look and feel of a vintage Mustang, the Classic offers a modern version that one could ride day in and day out without the worries and extra care of the original. It's a beautiful machine that really ran well. As of right now the bike comes in three basic color schemes Classic, Baby Doll (pink), Greaser (flat black with red accents). Accessories will be available including ape hangers, a rear rack, and crash bars. The California Scooter Company plans to begin sales in February 2010.

For more information go to [www.pro-one.com](http://www.pro-one.com) and follow the California Scooter Company link. Also search Facebook for "The California Scooter Company."

## SPECIFICATIONS

California Classic Scooters "Classic"	Overall Length: 74.5"
MSRP: \$4,995	Overall Width: 27"
Engine: 149cc 4-stroke (OHV) single cylinder	Overall Height: 41"
Cooling: Air	Seat Height: 27"
Ignition: Electric with kick-start	Ground Clearance: 6.5"
Power: 13.5 hp@8300 rpm	Dry weight: 240 lbs.
Torque: 1.2 kg-m @8300 rpm	Fuel capacity: 3 gallons
Front suspension: Telescopic fork	Maximum carrying capacity:
Rear suspension: None	Colors: Classic (red), Baby Doll (pink), Greaser (flat black with red accents)
Front brake: Disc	Notes: Steel gas tank, steel front & rear fenders, steel frame made of 1" tubing and 1.25" backbone.
Rear brake: Disc	
Tires: 400 x 12 4-ply tires	



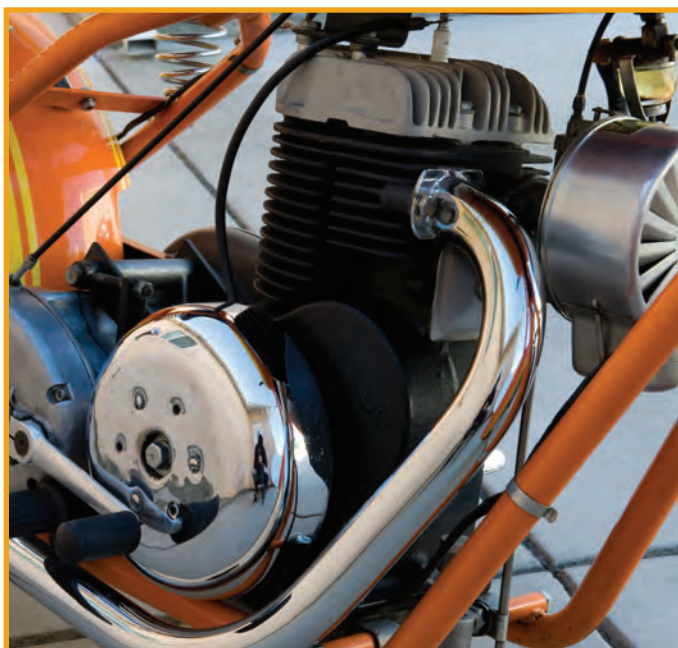
*Vintage style meets modern tech*  
*Manual 5-speed is fun*  
*Amazing handling*  
*An attention-getter*  
*Low seat height*



*Unshielded exhaust*  
*No column lock or other anti-theft device*  
*Hard mounted motor*  
*Master cylinder too close to the exhaust*



*The classic original tank design (above). The new tank (below).*



*The Mustang's elegantly simple engine.*



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# Project Ruckus

## The Introduction

By General Abe of Battlescooter

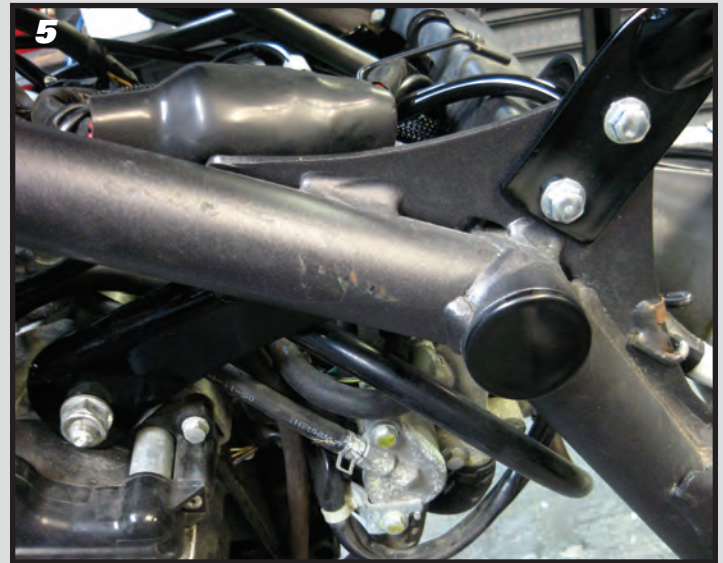
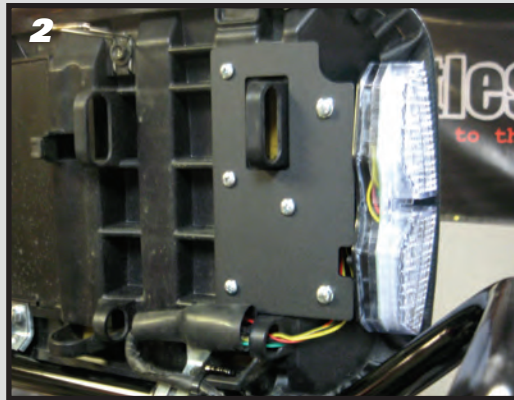
*The Ruckus is a great scooter. It looks cool, rides great and is built like a tank. You may ask yourself why would we want to modify something so cool? Because it can be even cooler! We have chosen a stock 2006 Ruckus. The 2006 model has some benefits over other model years such as a higher rev limit as well as a better intake valve design.*

*For this article, the model year isn't too important since we'll be making engine modifications in the articles to follow. This time it's all about making this boring stocker into a real shocker. Well, maybe not a shocker but a much better scooter to ride in the real world.*

*Editor's note: Scoot! recently purchased an inexpensive, used Honda Ruckus with the purpose of trying out various modifications. This is our first installment of an ongoing project.*

*This introductory article isn't a slow step-by-step piece. Rather than writing a book we'll highlight the changes and set the stage for our subsequent installments. This article will focus in simple, effective ways to make the Ruckus look cleaner and more stylish. In later issues we will document technical mods that are more than just simple bolt-on stuff.*



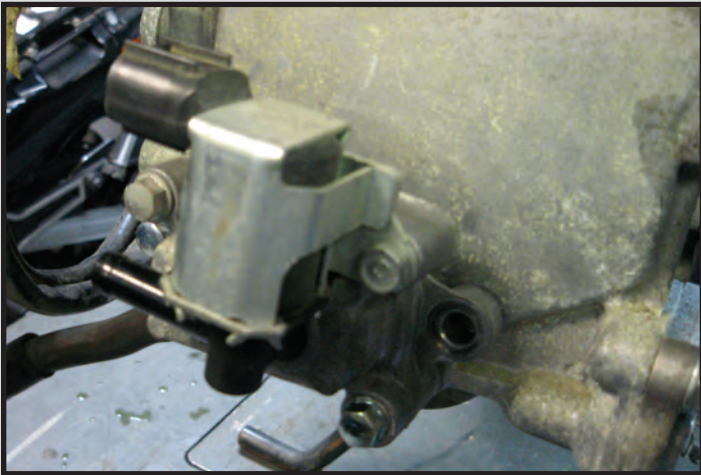


1. One of the first mods that owners typically do to their Ruckus is replace the seat frame with a lower version. It looks much cooler. Yet many folks get stymied by how to remove the helmet lock from the stock seat frame. Tip: it's fastened with a rivet head bolt. You'll need to tap on it in a counter-clockwise direction using a center punch and hammer. Then you can replace it with a normal bolt or tamper proof screw. 2. Another mod that we chose for this installment is an integrated LED taillight. It's the easiest way to get the turn signals, taillight and brake light all in one clean package. Of course, the Battlescooter Taillight Kit is best. 3. It didn't take long into this project for reality to set in. After removing all the un-cool, extraneous plastic from our Ruckus I noticed that the frame looked pretty rough. It was riddled with rust and corrosion. 4. Here's a picture of our Ruckus coming along. It's got the low seat and taillight modifications installed as well as a new handlebar and headlight: we opted for Tracker-style bars and a single headlight. Since it's Josh's bike [Scoot's President of Advertising] I felt that a tougher look was in order. This way it looks tough and clean at the same time, just like Josh. 5. All these battle scars and muck will make even the coolest Ruckus look very un-cool. I couldn't stand to see all those scratches next to sparkling new parts. Something had to be done about it.



We decided to tear the Ruckus down for painting. It doesn't take too long to go from a whole Ruckus to parts so it's not a big deal. If you just make mental notes you'll even be able to put it all back together again. Most people won't have to do this, but if your Ruckus sat in the ocean or was used for some Government rust experiments it may be a good idea.

Nice! It's looking good, now. A smart coat of silver powder coating on most of the bike brings it together! It is well worth the extra effort when it ends up looking like this. Since we chose silver we changed the box color to black to complement the look.



Upper Left: This is a photo of the valve cover. With the two bolts removed you can relocate the PCV (positive crankcase ventilation) valve from the rear frame to the engine for a cleaner look.

Above: This is the PCV reed valve. To install it on the valve cover you will need to drill out the threads on one bolt hole and use longer bolts to mount it on the engine.

Left: Here you can see the valve mounted in the new location. You'll need to re-route the wires and hoses to the valve but it's well worth the extra work. When the PCV valve is mounted low and out of sight, it makes for an overall cleaner look. We'll have to work on getting all that corrosion off the engine so it can look like new again.



Here's our baby looking all pretty. The silver powder coating makes a huge difference in the way it looks. Not only do the frame brace, low seat and wide handlebars look good together they also make the ride more comfortable.

In our next installment we'll delve deeper into our ongoing mod process but for now we are going to ride it.

## Scooter Rally Word Play

A fun game on road trips, our word play takes the standard rally report and adds a fun twist. Use your imagination to create a one-of-a-kind rally report.

A rally report for: Super Rally \_\_\_\_\_(number)  
Hosted by \_\_\_\_\_(adjective) Folks Scooter Club

Super Rally usually takes place each year over the \_\_\_\_\_(holiday) weekend. While a good portion of our town celebrates \_\_\_\_\_(same holiday) with \_\_\_\_\_(nationality) flags and \_\_\_\_\_(adjective) cars, scores of scooterists turn out to celebrate the other red, white and \_\_\_\_\_(color) country and the scooters that it produced.

Friday night's meet-n-greet at Jonnie's Club was locals only until 10:30 when \_\_\_\_\_(number) of out-of-towners from \_\_\_\_\_(city name) showed up with scooters in their \_\_\_\_\_(plural type of vehicle). They drove over \_\_\_\_\_(number) miles to get there so we bought them a round of \_\_\_\_\_(beverage) to welcome them.

Saturday morning we awoke to some \_\_\_\_\_(adjective) weather. Perfect for a scooter rally! The day show was at a local nightclub that opened early for the event. The show \_\_\_\_\_(plural noun) looked great on the stage and under the club lights. Awards were given to five \_\_\_\_\_(adjective) scooters, the crowd won raffle prizes and I even bought a round of \_\_\_\_\_(beverage plural) and gave them to whoever had an empty hand. In the parking lot competitors tried their \_\_\_\_\_(body part) at gymkhana and the \_\_\_\_\_(adjective) ride. Competition was \_\_\_\_\_(adjective) and victory was \_\_\_\_\_(adjective). All in all, there were about 35 bikes and around 50 \_\_\_\_\_(plural noun) in attendance.

At the Saturday night event, I missed the opening band, but caught the set of \_\_\_\_\_(band name) who I thought were over-rated, but the crowd seemed to \_\_\_\_\_(verb) them. I'm not a real fan of that type of music, but I could tell that the \_\_\_\_\_(musical instrument) player was working hard to move the crowd. After the club closed, we rode to an all-night diner to grab a \_\_\_\_\_(food) and share some \_\_\_\_\_(plural noun).

On Sunday about 27 \_\_\_\_\_(plural noun) met for breakfast at Danny's Diner where they had a scooter rally special of \_\_\_\_\_(number) eggs, \_\_\_\_\_(type of meat) and fried potatoes for only \$3. We embarked upon a \_\_\_\_\_(adjective) mountain ride. It was overcast and cool, but no rain! After about an hour in the mountains we ended up at a \_\_\_\_\_(type of place) where the BBQ was sizzling, the \_\_\_\_\_(plural noun) were flowing and some \_\_\_\_\_(sport) got the group moving.

All in all, it was a quality rally, but it suffered due to Mother Nature. I hope next year that the \_\_\_\_\_(noun) is with us, and that the \_\_\_\_\_(plural noun) show up.



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# The Scooter Collector

By April Whitney

This summer I spent five days in San Diego at Comic Con—a pop culture fan's dream. Among all the celebrity sightings (Leonard Nimoy, Adam West, Gerard Way and Joss Whedon, to name a few), over-the-top Hollywood film promotions and unbelievably long lines for seminars, I combed the vendor floor for scooter collectibles. I visited the small presses, the individual artists, and the vinyl toy manufacturers, and was hard-pressed to find anything scooter-related. I was pleased to see the new special edition "G.I. Joe: The Rise of COBRA" 12-inch Baroness figure which is packaged with a poster designed by past Scoot! contributor R. Black. What a cool addition to his already impressive body of work! Of the many artists whom I asked, "Do you have anything with motorscooters?" I received lots of responses along the line of, "People keep asking about scooters, I should really do something with them..." Perhaps my patent pestering will inspire some of those artists to use scooters in their work for next year. I'll be there combing the aisles again!

## Comic Con Scores

My searching was not in vain; I got two new items at the show. This rat rod sticker features a mischievous monster on a vintage Vespa. The art is by Dirty Donny and sold by PosterPop.com, which always has a booth at the show. "I remember you from last year," said the man at the booth as he produced the sticker. Yup. I'm that Scooter Collector gal!



This luggage tag was sold at a booth that I was never able to locate. People told me that it was out there, but they couldn't remember which row, and my searches were



fruitless. On the last day of the show, Alex from Motorsport Scooters in San Diego came to my booth with the tag. I was in the middle of a conversation so I was unable to say much other than call out "Thanks!" to him and his wife as they continued on. But I was very thankful to these cool

folks that tracked down the tag for me. They are made by Flapjack Toys and are stitched vinyl, measuring approximately 5"x6" with an adjustable strap and a removable card on which you can write your contact details. I love it! Retail for \$10. Available from flapjacktoys.com or 619-522-0998.

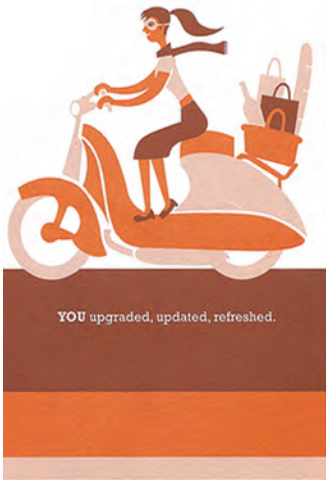
## As Seen at Target



I am a huge fan of Target stores. They often carry scooter-themed items and I never leave empty-handed. I'm sure there must be a scooterman on their buying team, considering the amount of scooter items that I find there. I regularly check their rotating gift card selection and that persistence paid off with this wedding-themed version. It has a bride and groom on separate scooters bearing "Just Married" signs on the back. Super-cute! A great way to give a gift-card to betrothed scooterman. The cards are technically free, since you only pay for what the cash value that you add to them. I actually asked the clerk if I could take mine without loading it and he obliged me.



Bratz is a line of dolls that frequently incorporates scooters into their products. This Bratz Kidz Sassy Style snap-on vehicle set has a white Vespa-style scooter that snaps onto a doll. I don't understand the appeal of a snap vehicle, but I like that the scooter has gold embellishment that looks like engraving, which is very popular treatment for custom scooter in the U.K. The set retails for \$19.99.



**Stationery Items**

Any scooter fanatic knows that your best bet for finding scooter collectibles is in the stationery section. I found this card in the stationery area of Barnes and Noble. The outside says, "You upgraded, updated, refreshed," and the interior says, "Celebrating a whole new year of you." Not sure what is the ideal occasion for this card—post-divorce, successful weight-loss surgery? But you may find it more appealing when you hear that it is printed in an eco-friendly manner. Made by Sunrise Greetings. \$2.75



**Flea Market Finds**

I love to comb flea markets, true estate sales, and swap meets. Here are some recent finds from my trips:

**Ceramic scooters:** At a local monthly flea market a man sells ceramic items that he gets from Asia. I found a large scooter piggy bank and a small ceramic scooter keychain for about \$10 for both.

**Vintage scooter literature:** At a vintage motorcycle show we stumbled upon a man who was selling parts and motorcycle literature. Tucked within his collection were some scooter brochures and owners manuals. The Lambretta literature that we bought was a score!



Another tip for scoring scooter items is to try stores that specialize in foreign products, since scooters are more ubiquitous in other countries. Mado is a Japanese stationery store that I have mentioned in past columns. This sticker sheet has many different vehicles including scooters in various colors. \$3.



# The Scooter Collector

## Lambretta Bag

I actually found this at the Renegade Craft Fair in San Francisco. It's a simple, lightweight tote bag, but I couldn't pass up the great Lambretta image. \$10 from the nice man at the vitalindustries.com booth.



## Custom Lego Scooter Collectible

Those of us who are obsessed with scooters may be oblivious to other types of collecting. Legos have been around for decades, and some obsessed fans have taken it upon themselves to create their own custom Legos to supplement what the company makes. I originally saw these scooters at a model train show. Through Internet research I discovered that a man who goes by the name "Arealight" created these scooters, which are sold by the online store Brick Forge. They offer seven different colors for \$6 each. It was a lot of fun setting up the photos for this, even if I had to buy some Lego figures. Hopefully this doesn't start a new collecting bug for me!



*Got a cool scooter collectible to share? Send a description of your item and where you got it to: [april@scootmagazine.com](mailto:april@scootmagazine.com). Please include a good quality photo so that we can share it with other collectors. Also check my blog at the [scootmagazine.com](http://scootmagazine.com) website for news and collectible updates.*



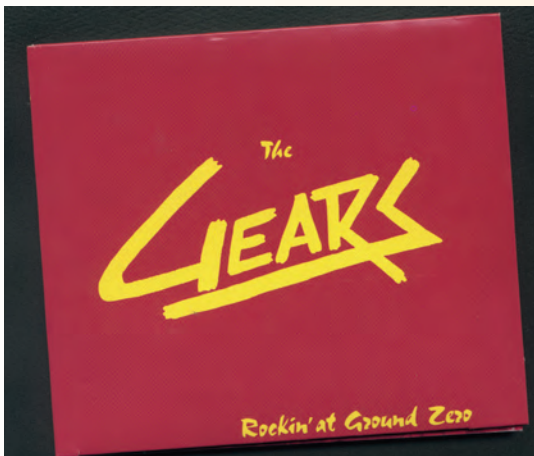
## Chocolate Skateboard

If you recall our Scoot Free Skate Hard issue (now sold out), you'll recall the images of skateboards with scooter graphics. Josh scored this plum example of a sweet scooter-themed skateboard, which will soon be gracing the Scoot! office. He had a tough time tracking it down, but eventually bought it from a skateboard shop over the phone. Its underside bears the image of a detailed vintage Vespa. It's too gorgeous to actually tear-up with skating, so on the wall it goes as an art piece.





# Sights & Sounds



## **The Gears Rockin' at Ground Zero**

Review by April Whitney

You want L.A. punk? Well here you go! A great remastered and rereleased version of The Gears' first album with bonus tracks, some 1979 demo recordings (totaling 23 songs), and a mini poster. The sound quality is great and it's cool to hear the demos followed by the recorded version. The Gears played with all the great acts in the late '70s and early '80s: X, Lydia Lunch, Angry Samoans, and so many others. At its core is classic L.A. punk: three loud chords and simple, enduring lyrics. "Never get old and never give in" is the message. Oh, and don't be afraid to Pogo!!!



## **The D.I.s Rare Cuts**

Review by April Whitney

After The Gears dissolved, two of the members went on to form The D.I.s. This CD is full of classics from a nearly forgotten punk band—sometimes classified as "country punk" the D.I.s also put out some straight rock-n-roll. With this remastered CD the music sounds great, especially on tracks such as "Mohawk vs. DA," "Pray for Surf," and "Your Dad's a Cop" which has a real Clash-style vibe. After listening to this CD, it's easy to understand why this band often opened for X. The 22-track CD collects nearly every song that The D.I.s ever recorded, including their five song EP which was produced by X's Billy Zoom. Bonus liner notes and photo collages take you back to when punk meant something. If you are looking for authentic '80s L.A. punk, look no further.

Both albums available at [www.hepcatrecords.com](http://www.hepcatrecords.com)



## **Sleepwalking Through the Mekong** Review by April Whitney

Founded by two American brothers who discovered and cultivated a love for '60s and '70s Cambodian rock music, Los Angeles-based Dengue Fever has released two albums to critical acclaim. The band has toured extensively throughout North America and Europe. *Sleepwalking Through the Mekong* is a documentary of the band's journey to Cambodia to play their versions of classic "Khmer rock." The band combines the varied styles of surf, garage and psychedelic rock with popular Khmer rock songs of the pre-Pol Pot era. A good portion of the film addresses the band's interest in discovering and preserving Cambodian music, be it the popular rock that they cover, or the folk music on uniquely Cambodian instruments that they try to capture on the trip. During the Khmer Rouge era intellectualism (and music) were banned and many of the musicians were executed, particularly Sin Sisamouth and Ros Sereysothea whose songs Dengue Fever cover. It's a moving journey home for the band's singer, Chhom Nimol, who had been a popular singer in Cambodia before she came to the U.S. The band plays on a national television show, in clubs and in the midst of shantytowns. In interviews some of the band members confide that they are unsure how they will be received. Yet, at each gig it is obvious that the Cambodian people are thrilled to hear their music played, and many audience members join along singing the songs.

For scooter fans, the film is fun to watch as there are lots of shots of the frenetic Cambodian traffic filled with scooters and small motorcycles and the families that ride them. A family of four with no helmets (and two toddlers) smiles broadly as they pass the camera. A super-scooter whizzes by with four grown men lined up on one long seat—one must have been on the rear rack!

*Sleepwalking Through the Mekong* is a captivating documentary that provides a new look at Cambodia and its culture. The soundtrack will definitely inspire some curiosity. You can buy the DVD/CD soundtrack as well as sample Dengue Fever songs at their MySpace page: [denguefevermusic.com](http://denguefevermusic.com).

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## ♀ READER'S RIDES —

### **The Owner**

**Full Name:** Kristen Schleenbaecker

**Nickname:** Cookie

**City/State:** Imperial Beach, CA

**Scooter Club:** Ten Inch Club

**Other bikes owned:** Vespa 50 Special

**How long scootering?** Used to scoot as a kid, but started again a few years ago

**What make/model bike is his dream collection missing?** A handlebar bike

**Likes:** Sunny rides up the coast

**Dislikes:** Impossible glove box space



## **1976 Vespa GTR**

### **About the Bike**

**Year/Make/Model:** 1976 Vespa GTR

**Engine:** P200 stock bore, stroker crank, oil-injected battery bike with working turn signals

**Paint:** Reflects a love of racing

**Cruising speed:** 65 mph

**Top speed:** 72 mph

**What was most challenging or most enjoyable about the project?** Building it in the living room

**Anything you want the readers to know about the scooter?** This is a birthday present that was built from a basket case of parts from Craigslist.

**Anyone you want to give thanks to?** My boyfriend and his friends for surprising me with a wonderful vintage Vespa.

Photography by Mike Zorn





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## ☞ READER'S RIDES —

### **The Owner**

**Full Name:** Guillermo Alfaro

**Nickname:** Go-Go

**City/State:** San Diego, CA

**Scooter Club:** Secret Society

**Other bikes owned:** F Model, Lambro, TV SX Special 150

**How long scootering?** Since 1985

**What got you into scooting?** The film "Quadrophenia"

**Hobbies:** Scooting, fishing, cooking

**What make/model bike is his dream collection missing?** TV 175 Series II

**Likes:** Finding thing in toolboxes

**Dislikes:** Finding SAE tools in toolboxes

**Favorite route/place to ride:** Back hills and open roads

**When not scootering, can be found:** Cooking, being a father and husband



Photography by Mike Zorn

### **About the Bike**

**Year/Make/Model:** 1965 Lambretta Li 150 Series III

**Nickname:** The Red Rocket

**Engine:** Imola 185, Yama springs, 28 Mikuni Flatslide, 17/46 sprockets, stage 6 porting, PM 28 pipe, electronic R1 Yamaha shock

**Time to build:** Six years

**Cruising/Top speed:** Still breaking in

**Inspiration for the bike:** The space age

**What was most challenging or most enjoyable about the project?** Getting everything to fit RIGHT

**Any thing you want the readers to know about the scooter?** It's really fast!

**Anyone you want to give thanks to?** Roel T. Herico, Mary and Memo Alfaro, and I guess Craig Hall for being a lightbulb.



**1965 Lambretta Li 150 Series III**



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# Unmasked: The Ninja Rabbit

When I think of the ideal Reader's Ride custom bike, I imagine a bike that the owner has modified and taken to another level while still maintaining the spirit and essence of what makes it a scooter. You can imagine how excited I am to share an incredible example of a custom scooter being built in my own community.

Gary Sloan is a life-long tinkerer who got into scootering after reading an article in the local newspaper, in which I was interviewed and my boyfriend was photographed riding his hotrod-inspired Lambretta. Gary and I were members in the same scooter club for a short time, and I have witnessed his full embrace of scooters into his life. His bikes have always been in good running order, but mostly stock. When I heard that he was planning a radical custom, I was intrigued. It took several years for Gary, an admitted perfectionist, to get his bike nearly finished. When he brought it out to Amerivespa and it won a trophy, even in its unfinished state, I told him that it was time to feature it in Scoot!

## A Ninja Rabbit

Ninjas were stealth Japanese assassins who employed speed, dexterity, and preternatural physical abilities. They operated under cloak of darkness and disguise, moving undetected amongst the population. Outwardly, Gary's bike looks like a plain Fuji Rabbit, enshrouded in flat black primer. Underneath its more than 50-year-old façade lies the power and technology of a modern monster.

When Gary revealed that he would put a Kawasaki Ninja engine in his Rabbit, many of us wondered, "How is he going to do that?" How he did it was by completely gutting the bike, creating his own frame, scavenging salvage lots, creating his own custom machined parts, and by combining parts from several manufacturers and bike models. In the hands of a less-experienced person, such a bike would look

like Frankenstein's monster, but in Gary's skilled hands, the bike cleverly conceals its secrets.

The original Rabbit was acquired at a car show/swap meet. It was in a ragged rusty state with many parts missing. The S-101 is a rare model of the Fuji Rabbit, a model that was not sold in the U.S. In researching replacement parts, Gary discovered that they were not only hard to get, but also expensive. Being an industrious person, he decided that if he couldn't do a stock restoration, that he would go the opposite way and create a crazy custom.

For the engine, he chose a reliable and tested Ninja 250cc (the same ccs as the original Rabbit engine). That is where the similarities ended. The Ninja is a six-speed, manual shift, water-cooled motorcycle engine whereas the Rabbit is a single-speed, hydraulic torque converter-driven, air-cooled scooter. Not only did Gary have to redesign the frame, he had to manufacture a custom gas tank, create a dual radiator liquid-cooling system, figure out how to shift the bike, and where to place the air filter, and fuel tap. He also wanted to include a modern feature, the onboard computer, to provide speed, odometer, and trip reading data, as well as diagnostic information. All of these modifications and upgrades had to blend seamlessly with the original Fuji Rabbit design.

After four years, the Ninja Rabbit is still not "done" but Gary has been riding it on the weekends, to work, and to rallies where it wows the crowds. He still has some work ahead of him, but he is enjoying the fruits of his labors, perhaps too much. On a recent mountain ride, he decided to open it up on a straightaway to see what the Rabbit could do. Unfortunately, the police officer who pulled him over was not amused. Puzzled at how fast that little scooter could go, but not amused.



Natural State: Gary's Rabbit when he first brought it home.



## The Owner

**Full Name:** Gary Sloan

**City/State:** Campbell, CA

**Other bikes owned:** '78 & '81 Vespa P200s, '65 Fuji Rabbit 601 Superflow, '06 Vespa GTS 250, '67 Honda CB160, '76 Honda Goldwing

**How long scootering?** I've been riding motorcycles since I was 16, but got into scooters in 2002

**What got you into scooting?** I had given up on motorcycles because I always got in trouble (by speeding). When I saw an article in the local paper on scooters, I was interested. I thought, "Well, you can't go too fast on a scooter..."

**Hobbies:** Metalworking, woodworking

**What bike is his dream collection missing?** A Lambretta

**Favorite route to ride:** Highway 9 from Santa Cruz to Saratoga (CA)

**When not scootering, can be found:** In the garage

## About the Bike

**Year/Make/Model:** '57 Fuji Rabbit S-101

**Nickname:** NR1

**Engine:** Customized '02 Kawasaki Ninja 250 with modern Vespa GT fuel pump and fuel tap (eliminates turning on/off gas), cooling tank from a Honda Goldwing, custom made dual radiators using cores from a Vespa GTS and a Honda CRF450 and a Yamaha R5 fan, K&N airbox/filter; Dynojet jet kit used to recalibrate the carbs

**What's left:** Create tubular legshield trim, floor rails, retractable passenger foot pegs, and paint

**Time to build:** Four years (on and off)

**Cruising speed:** 75 mph    **Top speed:** 100+ mph

**Inspiration for the bike:** My wife saw it at a swap meet and thought it looked cool, like an old Chevy. It was rusty and incomplete, but once we did some online research we fell for Rabbits.

**What was most challenging or most enjoyable about the project?** Designing the cooling system. Typically you see custom bikes with their cooling systems visible. I didn't want anything to show.

**Any thing you want the readers to know about the scooter?**

The S-101 is a very rare model of Fuji Rabbit and readers may wonder why I decided to cut it up and radically customize it. The bike was so rusty and incomplete that it was prohibitive to try to restore it. I couldn't find many parts, even through Japanese sources.

Also, readers may be surprised to hear that it gets excellent gas mileage; better than my Vespa GTS. By keeping it mostly stock and tuning it, I can get over 70 MPG on the freeway. The gas tank holds three gallons. I feel as if I could do the Cannonball Run on a couple of tanks of gas!

The most rewarding was the first time I rode it. I expected something to go wrong: speed wobbles, leaking coolant, things not fitting correctly, etc. But, the first time that I rode it everything worked. I was shocked and thought, "This is actually a fun bike to ride!"

**Awards the scooter has won:** 2009 Amerivespa - Best Oddity, 2009 San Francisco Classic: Best Other

**Anyone you want to give thanks to?** Eric Dutra for loaning his tools and donating materials. Sid Chavers for his work on the seat upholstery. Rolf Soltau and Rich Glass for spare parts. My wife Billie for never complaining about the hours that I spend in the garage.



The final product!



Designing the seat frame



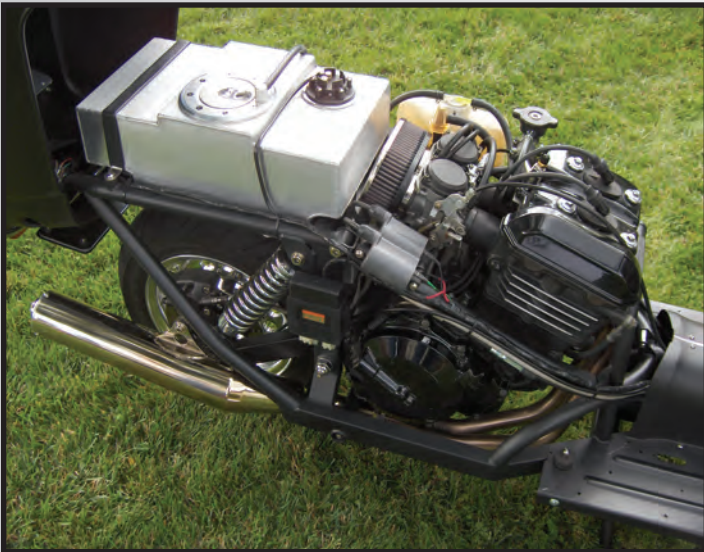
Beautifully upholstered finished seat



Rear view



The beast within



Tunable exhaust: Gary tried different baffle designs for optimal sound and performance.



Gary's low-profile shifting mechanism blends in with the original Rabbit design. The button to the far left is the original headlight dimmer switch.



Gary's new gauges fit in with original Rabbit panel. L to R: computer-controlled diagnostic gauge, original choke, battery meter (was gas gauge), radiator gauge (was original gas intake) and new coolant intake.



Originally holding the gas tank, the legshield now holds the battery, computer controls and the top radiator.



The original grille now provides airflow for the radiator



Rabbit logo

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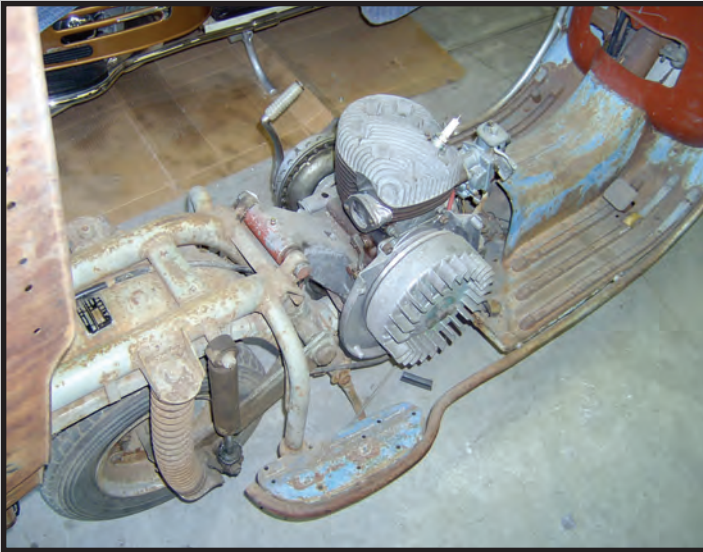
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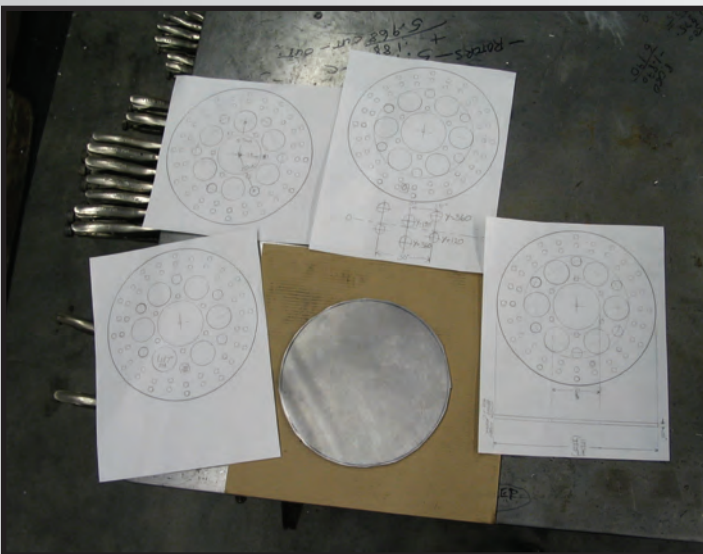
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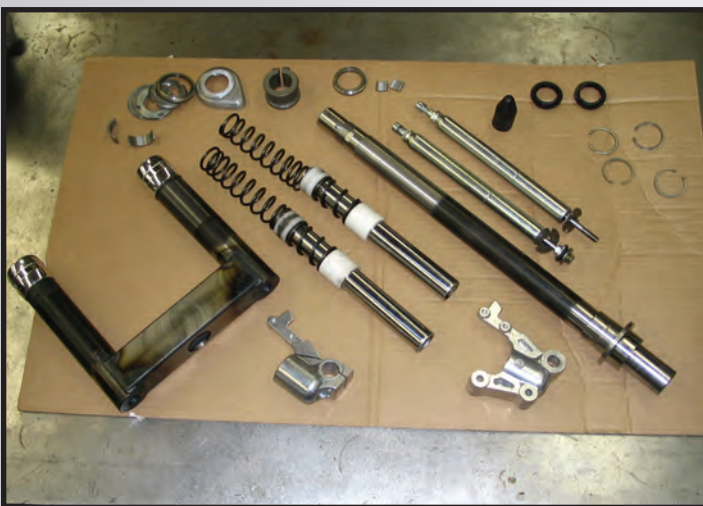
The redesigned frame and new engine



Plan designs for custom wheels



Machining the wheel parts



Custom built forks - only two parts are original in the fork assembly



The second radiator hides under the front fender



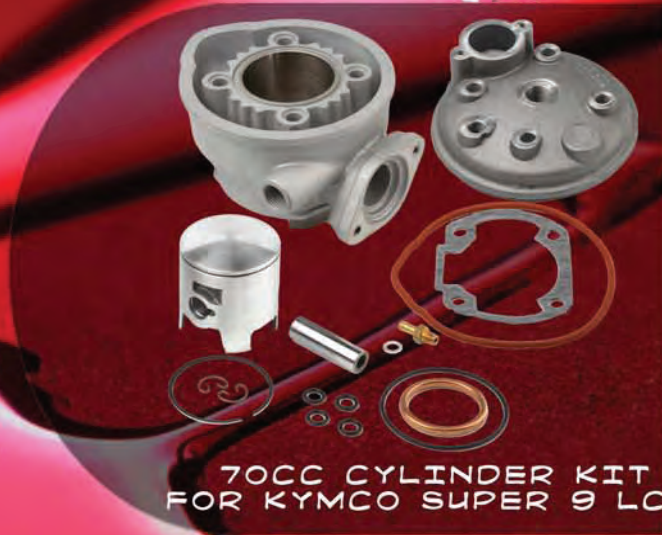
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## Nexx Helmets: X60 Vintage and X60 Chrome

Review by April Whitney

Portuguese Nexx helmets are fairly new to the U.S., but are attracting attention with their unique, fashionable designs. We received two different models. The X60 Vintage, which has a retro, two-toned, stitched leather-look cover and aluminum accents; and the X60 Chrome which has a future-military look, like a modern day GI Joe may wear on a covert nighttime mission. I found that both helmets seemed a little snug, with pressure on my forehead. I would like to have tried the next size up, but it was unavailable. I wear an XL and Nexx does make an XXL (and does not charge extra for it). Noise was as to be expected for an open-faced helmet. The 60% sun visor eye shield comes in handy on a sunny day, and kept my eyes from drying out which can happen when I wear contact lenses. The main drawback that I saw with both helmets is in some of the materials. Both helmets have a cheap chinstrap, which consists of a Nylon strap that threads through a d-ring and has a plastic snap for the loose end. I found it frustratingly difficult to engage the snap even without gloves on. In addition, the internal padding felt less substantial than I expected. The X60 Chrome has external vents glued onto the helmet. Such external items should be glued on so that they come off and do not catch onto the road or obstacles in the event of a crash. My complaint is that on my black model, the glue discolored the helmet shell around it, almost like oil had seeped out from the vent. The Nexx helmets that I tested were fun to wear and drew compliments, but didn't bring the high quality manufacture that I expect from open-face helmets in that price range. Available sizes: XS-XXL. X60 Chrome in three designs \$259, X60 Vintage in six designs: \$260. [www.nexx-usa.com](http://www.nexx-usa.com)



## Kryptonite Locks

Review by Josh Rogers

### HardWire 2025

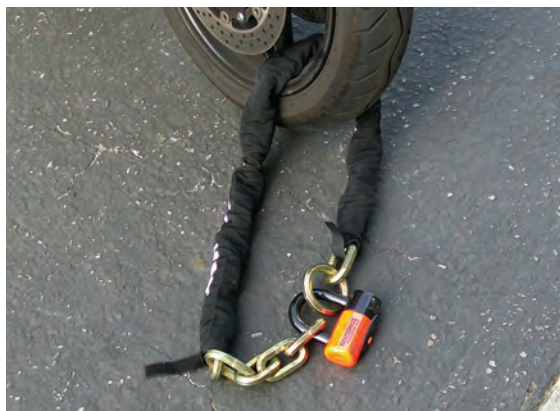
Measuring at 8-feet this is possibly the longest locking cable I've ever seen. It is long enough to actually lock the front and rear wheel of a smaller scooter together. If you use this method I recommend using something like a disc lock reminder to alert you that your wheels are locked together. On larger bikes the cable is great for locking your bike to things that are further away. The HardWire 2025 is supple, coils up nicely, and keeps tidy with the attached hook-n-loop strap. It has a Kryptonite security rating of 6 (out of 12) and is meant for medium crime areas. Overall, a good lock for those that need the extra length, but the weight may be an issue for those who want a lighter cable and don't need the length. 20mm braided steel cable, weight: 5lbs., comes with two keys. Price: \$71.95



### Kryptonite New York Noose 1213 & Evolution series 4 Disc Lock 4.25'

This chain/lock combo is for the hard-core scooterist who needs heavy-duty protection. It is made of 12mm hexagonal links, has a Kryptonite rating of 10 and \$1,000 of "anti-theft protection" (see the website for more info). At 10lbs, the Noose is a formidable deterrent, but also not easily portable. The Evolution lock is also sturdy; made of 14mm hardened steel with a double deadbolt locking mechanism. Some nice features aside from the security are the high visibility sliding cover and the 3 keys (one of which is lighted with a high-intensity bulb). The set is available for \$87.00.

[www.kryptonitelock.com](http://www.kryptonitelock.com)



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**SHIFT Women's Siren Textile Jacket**

Review by April Whitney

The Siren is an entry-level riding jacket with good protection and versatility for the price. It is a lightweight armored jacket with removable CE-approved armor in the elbows and shoulders, and light back-padding. The fit and function can be slightly tailored to your liking: Velcro-adjustable cuffs and zippers at the waist allow for a more personal fit.

However, if you have a unique body shape (such as larger chest, slimmer waist or thicker arms) you may find that these adjustments aren't enough. A removable quilted liner makes this a good three-season jacket but not enough for an area with formidable winters.

The body is a lightweight but durable polyester, which could benefit from some reinforcement, or a fabric with a high abrasion rating. Since many scooterists seem to get by with denim or bomber jackets, the Siren would be a positive step towards greater protection. A reflective SHIFT logo and piping make for added visibility. Available in 3 color combinations in sizes XS-L for \$149.95.

[www.shiftracing.com](http://www.shiftracing.com)



**Suomy Jet Light Helmet**

Review by April Whitney

The Jet Light is one of the more interesting small open-face helmets around. It is billed as "the smallest European standard certified helmet on the market" and we were surprised how light it is. The helmet only has one Lexan polycarbonate shell, which means that sizing is determined by the padding. By receiving only the two smaller helmets we were unable to test the range of fits in the various sizes. At first look, the Jet Light stands out with a stylized space-aged retro feel due to its sculpted design and unusual color/design combinations. Yet, the alligator-patterned neck pad seemed out of place. Our testers felt that the helmets fit snugly and comfortably. The removable plush interior, neck and cheek pads were described as "cushy" and scored points with the testers. The broad, clear visor combined with the helmet's design provided a wide view of the road and surroundings. The quality of materials impressed the testers who remarked that the adjustable strap also had a substantial metal quick-release clasp. The main drawback of the helmet was noise, specifically a whistling sound. At higher speeds it may be necessary to wear earplugs. Overall, the Jet Light is an attractive, lightweight helmet that would be suitable for those who want an open-face helmet for low- to medium speed riding. Available for about \$150. See the many color options at [www.suomy.com](http://www.suomy.com).



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## **The Park-n-Move™**

**Review by Josh Rogers**

The Park-n-Move was originally created for heavy motorcycles, but can also come in handy to the scooterman who needs to move his bike in a tight space. The Park-n-Move is constructed of 3/4" steel and has four heavy-duty lockable casters. To use it, slide it under your scooter and engage the bike's center stand on the Park-n-Move plate. Now you have a pivoting point that enables you to move your scooter not only forwards and backwards, but also side to side. Once you are situated, lock the casters and your bike stays put.

In my limited garage area, there is just enough space to fit a scooter between the garage door and a shelving unit. When I park the bike, I have to move it all the way up to the shelf to make up for the amount of space that the bike will lose once it retracts on its centerstand. If the bike goes back too much, the garage door will close on its taillight. With the Park-n-Move, I can roll the bike up to the exact spot, thus avoiding the shelf and the door. Aside from my personal storage problems, this device will also come in handy for those who have heavy maxi scooters that may need to be moved in tight spaces. It is also ideal for those who have a stack of bikes but want the one that is buried in the back of the garage. It's quite useful; I just wish I could afford five of them. The Park-n-Move is made in the U.S. and comes with a lifetime warranty on all components. Price \$184 from [www.legalspeeding.com](http://www.legalspeeding.com).



## **Wordlock Cable Lock**

**Review by April Whitney**

Wordlock locks were born out of the frustration at remembering a number lock combination. While some folks may have a tough time remembering "5792" they may not have a problem remembering the words "loop" or "bark" especially when the word combination is one that the user chose. The Wordlock bike lock uses four alpha characters (and blanks) that can yield 10,000 combinations. Its heavy-duty braided steel cable is 60" long and .4" thick and coated in all-weather vinyl. The combination is easy to set and re-set. It was fun to figure out my combination, but I wondered how easy it might be for someone else to figure it out. Random numbers could be harder to figure than just spinning the dials around to see what words one can make from the available letters. When I employ my lock, I make sure to mix the dials well, and I chose a strange word that has no real importance to me. Better yet, you may choose to use the letters as an acronym, which would make it even harder to figure out. Wordlock makes various types of locks including padlocks. The large cable lock comes in red, pink, blue and black and is rated at 585 lbs. pull strength; 3923 lbs. cut strength. Find it online at [www.wordlock.com](http://www.wordlock.com) for \$14.99.



## **LeoVince SCOOT 4Road Exhaust**

**Review by Rich Glass**

The LeoVince SCOOT 4 exhaust for the Vespa GTS/GTV 250 is a welcome addition to the growing aftermarket list of performance upgrades available for this very popular scooter.

Everything needed for installation comes in the box. One tip: make sure to carefully position all the parts so there is no stressing or "torquing" that could lead to a failure of the downpipe in rare cases—although this can happen with a stock exhaust too.

One very nice feature of the LeoVince for the GTS is the elimination of the problematic gasket between the downpipe and the rest of the exhaust. Horror stories abound surrounding the failure of this gasket prompting Piaggio to offer a rare recall and replacement of the downpipe to prevent a gasket failure from causing damage to wiring and brake lines. This alone may make the LeoVince worth the investment.

The pipe is tough, too. I crashed in deep sand on the 2008 Cannonball Run and the exhaust can showed no damage at all. A heavy bracket attaching to the right side swing arm is clean and seemingly indestructible. The brushed stainless steel muffler makes for an understated clean look.

The pipe does give a modest performance boost to an already highly tuned machine. But the greatest asset of the LeoVince is a sweet exhaust note, just perfect, really. Perhaps a bit louder (not much), but lower and a bit of "growl" for your scooter. After 3,500 or so miles on my "Skipper 250" in 10 days, my bike with the stock pipe sounds like a snowmobile. Definitely prefer the sound of the aftermarket upgrade.

If you're in the market for a GTS upgrade, look at the LeoVince. List price: \$419. Check it out at [www.leovinceusa.com](http://www.leovinceusa.com).



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**Genuine Cool Ass Seat Cover**

Review by Josh Rogers

Although the Cool Ass seat cover looks like part of a NASA repair kit, it's really a well-designed solar deflector and rain cover for your scooter seat. It deflects the sun's rays and keeps the seat cool (supposedly 50% cooler) while protecting the seat from sun damage. While I didn't have a laser thermometer to measure the seat temperature, I used the cover on a 101°F day and the Cool Ass kept the seat cool enough for me to sit comfortably. It can also be used on rainy days to keep your seat (and the seat of your pants) dry. The Cool Ass is both easy to use and to store once you are done. It is available in three sizes and for modern Vespa riders, one version has the No Pets logo on it. It is a handy device whether you live in the rainy Pacific Northwest, the sweltering Southwest, or those morning-dew-and-summer-heat places in between.

Price: \$21.95-\$29.95 depending upon size. [www.genuinecoolass.com](http://www.genuinecoolass.com)

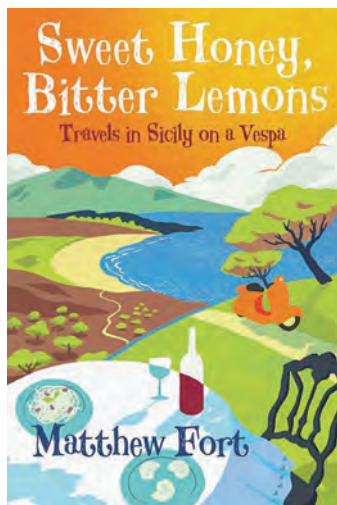


**Sweet Honey, Bitter Lemons**

By Matthew Fort

Review by April Whitney

I picked up this book because it details food writer Matthew Fort's gastronomic journey around Sicily by Vespa. Similar to *Vroom with a View* by Peter Moore, Fort uses the scooter to travel around the island for the ultimate "Italian" journey of cuisine and self-discovery. His scooter plays only a small role in the story, but Fort is still excited by his motor companion.



"My new Vespa [named Monica], 125cc of racing power, scarlet as a tart's fingernails, gleaming and glossy. She had a throaty roar, a bit like a singer who has overdone the whisky and cigarettes. She was my vessel on my voyage of discovery, my companion in the adventure ahead."

While I was hungry for more scooter discourse, I did find the story of his journey fascinating. The book is filled with in-depth discussion of Sicilian cooking and food history, as well as his experiences

with the proud and earnest Sicilians he meets along the way.

Fort imparts the experience and taste sensations of the fare he consumes, and he is fortunate to also have access to the many kitchens where he observes the preparation of these age-old chapters of Sicilian history. I was unaware of how many different cultures contributed to Sicilian history and by extension the cuisine. The recipes that end each chapter seem relatively simple to recreate, except that measurements are given in metrics. I have earmarked a few tasty items to try in the future.

If you are curious about the cooking of Sicily, or perhaps contemplating your own Sicilian journey, check out this book. If navigating France on a scooter, with a dalmation in tow, and dining at as many Michelin star restaurants as possible sounds interesting, then I recommend *Spotted in France* by Gregory Edmont. Still have the travel bug? Peter Moore's other titles might scratch that itch.

**Scootcup**

Review by April Whitney

Long rides on hot days can be fun but dehydrating. I often freeze a bottle of water the night before and then carry it in my glove box so I can pull over for a refreshingly cool sip. Since I have to root around in my glove box, I typically only take a drink at stoplights or when I pull to the side of the road. The Scootcup makes it easy to keep your drink within reach. Made of a stretchy neoprene-like material, it keeps your drink cooler, longer. An attached strap makes it easy to hang from your glove box door, which keeps your drink within reach. The strap also works with a belt attachment so that you can just as easily carry your bottle with you off the scooter. The Scootcup can hold a



variety of bottle sizes. A small opening at the bottom allows for any spilled liquid to drain out rather than collect in the bottom of the pouch. While testing the Scootcup, I ended up using it to carry other things such as my still camera and Flip video camera. I was surprised that the Scootcup stayed in place and didn't slide all over the place like a pendulum. The weight of the items that I carried seemed to keep it grounded. Get a Scootcup for your bike for \$24.95 at [www.scootology.net](http://www.scootology.net).



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### GIVI S850 GPS Universal Holder

Review by Josh Rogers

One of the best aspects of the GIVI S850 is its easy portability from bike to bike, which comes in handy for someone who has multiple bikes, or has to test multiple bikes, as is my case.

The bag is a breeze to install, without reading the instructions I had the GPS in the bag and on the bike in less than a minute. The S850 has double-sided Velcro straps that wrap around the handlebars on each side and keep the bag snug. While it was probably created for Maxi scooters, it is also useful on smaller scooters as well. A thick, clear vinyl cover protects the GPS while not hindering the function of a touch-activated display. The bag is sturdy but not completely weatherproof. However, it comes with a durable weatherproof cover. GPS units can be quite expensive and this bag helps protect that investment. Price \$65.00 [www.giviusa.com](http://www.giviusa.com).



### Garmin nüvi 500

Review by Josh Rogers

GPS devices are useful especially on long trips or when travelling an unfamiliar route. The Garmin nüvi 500 is one of several models that are appropriate for scooters. It's small (4.21"W x 3.35"H x .9"D), light (7.6 ounces) and easy to use.

The standard mounting kit is meant for a car but can be modified to work on your scooter. There are other optional mounting kits available that work better for motorcycles and scooters.

The screen is bright enough for day use, although the nature of riding in daylight can cause glare and make it difficult to see. The touch-screen display is sensitive enough to allow for manipulation while wearing gloves.

As with most GPS systems, the nüvi 500 has audible directions. When riding on the freeway I, like many riders, wear earplugs, which makes it difficult to hear the audio directions. Something to keep in mind when evaluating if they system will work for you.

Scooter touring fans who enjoy long trips take note: I got about 2.5 hours of use out of the battery power, which was disappointing. Long trips will require periodic charging stops. The nüvi 500 comes with both a standard and an on-board (car-type) charger, however most scooters do not have such a plug.

The nüvi 500 is not only a powerful and precise GPS direction system, it also comes with many additional neat features and capabilities. You can upload custom points of interest and navigate to geo-tagged photos. If you're lost, use the "Where Am I?" emergency locator to view your exact coordinates, the nearest address and intersection, the closest emergency facilities, and fuel stations. Other features include a world travel clock with time zones, a currency converter, a measurement converter, and a calculator. Show off photos of your excursions with nüvi's picture viewer. It supports optional FM traffic alerts or optional MSN® Direct content. The 500 also features the Garmin Lock™ antitheft feature, and is compatible with free Garmin Garage, where you can download custom vehicles that show your location on the map.

Overall, the Garmin is a great tool. It takes the hassle out of trying to find locations or navigating challenging territory such as twisty mountain roads. It locates your position quickly and precisely and maintains its GPS location even in deep canyons and near tall building and trees. The \$299.99 retail price may be steep for casual users, but adventurous riders and tourers will find it well worth the money. [www.garmin.com](http://www.garmin.com)

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# Josh's Tattoo Corner

Eric "Nose" Dirst is a tattooer at Twisted Vision in Peoria, IL. He owns a rockin' 2009 Orange Vespa 150. "People always talk about their motorcycles and all the fun they have on them. I knew I wanted a Vespa," says Eric. He worked with his friend Darren McCeague of Slingin' Ink Tattoo in Grinnel, IA. "We drew up my scooter geek (inspired by "superfishal" by Jeremy Fish) with the awesome 'Live to Scoot' and it had to be orange. I wanted to have a lot of vibrant colors. Darren rocked up some cool colors, and my girlfriend [wanted] purple for my scooter geek's shirt."

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 april@scootmagazine.com

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 HighRollersWeekend.com

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 myspace.com/clubsoulside

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 Ocala, Florida  
 jkerstinj@bellsouth.net  
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1) Publication Title: Scoot! Magazine 2) Publication Number: 1545-1356 3) Filing Date: 10/06/09 4) Issue Frequency: Bi-Monthly 5) Number of Issues Published Annually: Five 6) Annual Subscription Price: \$24.95 7) Complete Mailing Address of Known Office of Publication: 1902 Lafayette St. #H, Santa Clara, CA 95050 Contact Person: Josh Rogers, 408.294.4292 8) Complete Mailing Address: 1902 Lafayette St. #H, Santa Clara, CA 95050 9) Complete Mailing Address of Publisher, Editor, and Managing Editor: Publishers: April Whitney and Josh Rogers- 1902 Lafayette St. #H, Santa Clara, CA 95050; Editor April Whitney 1902 Lafayette St. #H, Santa Clara, CA 95050; Managing Editor: April Whitney 1902 Lafayette St. #H, Santa Clara, CA 95050 10) Owner: Scoot! Quarterly, LLC: 190 Martha Street, San Jose, CA 95112-5813; Stockholders: April Whitney, Josh Rogers and Paul Sachaleri: 1902 Lafayette St. #H, Santa Clara, CA 95050 11) Known Bondholders, Mortgagees, and other Security Holders Owning or Holding 1% or More of Total Amount of Bonds, Mortgages, or Other Securities: None 12) Tax Status has not changed during preceding 12 months 13) Publication Title: Scoot! Magazine 14) Issue Date for Circulation Data Below: October 2009 15) Extent and Nature of Circulation General (Average No. of Copies Each Issue During Preceding 12 Months/ No. of Copies of Single Issue Published Nearest Filing Date) 15a) Total Numbers of Copies: 20,500/20,000 15b.1) Mailed Outside-County Paid Subscriptions from form 3541: 2440/1480 15b.2) Paid In-County Subscriptions: 2/2 15b.3) Paid Distribution Outside the Mails: 16917/15415 15b.4) Paid Distribution by Other Classes Mailed Through the USPS: 225/225 15c) Total Paid Distribution: 19584/17210 15d) Free or Nominal Distribution 15d.1) Outside-County: 472/825 15d.2) In-County: 0/0 15d.3) Other Classes Mailed Through the USPS: 22/22 15d.4) Free Distribution Outside the Mail: 20/10 15e) Total Free Distribution: 514/857 15f) Total Distribution: 20098/17977 15g) Copies Not Distributed: 402/2023 15h) Total: 20500/20000 15i) Percent Paid: 97/95

To be published in the December 2009 issue of Scoot! Magazine.

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 PA Hy-Pro Scooters, Pittsburgh • 412-881-1425  
 RI Java Speed Scooters, Providence • 401-270-9485  
 TN Scenic City Scooters, Chattanooga • 423-875-6445

TN East Side Scooters, Nashville • 615-473-7321  
 TX Vespa Austin, Austin • 512-482-8377  
 TX Urban Moto, Austin • 512-535-6144  
 TX Moxie Scooters, Colleyville • 817-788-5333  
 TX Vespa Dallas-University Scooters, Dallas • 214-361-1030  
 TX University Scooters, Dallas • 214-363-7433  
 TX Vespa Fort Worth, Fort Worth • 817-698-0404  
 TX Scootersmith, Houston • 713-869-4885  
 TX Vespa Lewisville, Lewisville • 972-538-0700  
 TX The Motorcycle Shop, San Antonio • 210-654-0211  
 UT Green Line Scooter, Logan • 435-213-3536  
 UT Scooter Lounge, Orem • 801-434-4536  
 UT Eco Moto, Salt Lake City • 801-583-3390  
 VA Moto Virginia, Charlottesville • 434-977-0134  
 VA Scoot Richmond, Richmond • 877-SCOOT-25  
 VA Vespa Richmond, Richmond • 804-675-9050  
 WA Vespa Bellingham, Bellingham • 360-647-1196  
 WA Big People Scooters, Seattle • 206-763-0160  
 WA Vespa Seattle, Seattle • 206-284-7634  
 WA Scooter Gallery, Seattle • 206-547-7400  
 WA Sound Speed Scooters LLC, Seattle • 206 632 2699  
 WA Wheel Sport, Spokane • 509-990-6198  
 WA Northwest Motorscooters, Tacoma • 253-565-1117  
 WA Green Rides, Vancouver • 360-256-4212  
 WI Riverside Rides, Depere • 920-347-0777  
 WI Scoot Jackey's, Lake Geneva • 800-323-0078  
 WI Scooter Therapy, Madison • 800-411-1543  
 WI Vespa Milwaukee, Milwaukee • 262-781-3336

**CANADA**

AB Top Gear Lifestyle, Edmonton • 780-231-4377  
 BC Scooters MD Services, Vancouver • 604-879-9501  
 BC Magpie Magazine Gallery Inc., Vancouver • 604-253-6666  
 NS Atlantic News, Halifax • 902-429-5468  
 ON Motoretta, Toronto • 416-925-1818  
 QB Scootart, Montreal • 514-388-4888

**OVERSEAS**

New Zealand - Scooter World Ltd  
 302 Great North Rd Grey Lynn Auckland

**Germany**

SIP Scootershop - Erpfinger Str. 31, D-86899, Landsberg  
 Scooter Center Cologne, Ludwig-Erhard-Str. 1, D-50129  
 Bergheim-Glessen

**England**

Scooterworks UK, 132 Lower Marsh, London, UK, SE1 7AE

**Japan**

Sugiura Vespa, 2-722 Arai-ke, Tenpaku-ku 468-003, Nagoya, Japan

**Denmark**

Ricambi Denmark • peter@ricambi.dk

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# Scooter Club Directory and Classifieds

The Scoot! Classified section is a free service provided to scooter clubs throughout the world. Get recognition, new members or just attract attention. Scooter clubs can submit their listings to [april@scootmagazine.com](mailto:april@scootmagazine.com).

## National Clubs

Vespa Club of America--VCOA, PO Box 54825, Oklahoma City, OK 73154-1825 or go to [www.vespaclubusa.org](http://www.vespaclubusa.org)

## ARIZONA

Phoenix--Pharaohs SC, bi-weekly meetings and rides plus annual rally. Contact Jennifer 480-699-2863.

Phoenix--Scarab SC has monthly rides and meetings; plus an annual rally. Go to [phxscarabsc.com](http://phxscarabsc.com) or E: [scarabsc@cox.net](mailto:scarabsc@cox.net)

Phoenix--SQREAM (Scooter Queers Riding Everywhere and More) rides the 1st Sun. of each month. All are welcome! [sqreamphoenix.com](http://sqreamphoenix.com)

Phoenix--Scooter Club of Metro Phoenix family-friendly open to all scooterists. Meets 3rd Fri. [phoenixscooterclub@yahoo.com](http://phoenixscooterclub@yahoo.com)

Prescott--Scarab SC contact is Jim Chapman; E: [chapmanracing@hotmail.com](mailto:chapmanracing@hotmail.com) or call 928-775-8955

Tempe--ACES OF CLUBS, all mod scooter club. Contact Scooter Steve 480-282-0337 [myspace.com/theacesofclubs](http://myspace.com/theacesofclubs)

Tucson--Go-Go Rillas S.C. [ggrscooters.com](http://ggrscooters.com)

Tucson--Sky Island Riders modern & vintage scooterists. Monthly rides. [skyislandriders.com](http://skyislandriders.com)

Tucson--The Lords of Alvernon. All scooterists welcome! [myspace.com/lordsalvernon](http://myspace.com/lordsalvernon)

## CALIFORNIA

Bakersfield--Unforgiven SC, [unforgivensc.org](http://unforgivensc.org) or E: [unforgivensc@hotmail.com](mailto:unforgivensc@hotmail.com)

Bakersfield--Rally Pilots S.C. meet 1st Sat. of every month for ride and food. Contact: Sean 661-330-4540 [seanwilliams\\_viper21@yahoo.com](mailto:seanwilliams_viper21@yahoo.com), [myspace.com/bakersfieldscoterclub](http://myspace.com/bakersfieldscoterclub)

Berkeley/Oakland--1st and Last Chance Scooter Club meets 3rd Thu. of the month at the Kona Club in Oakland. See [flcsc.com](http://flcsc.com) for details.

California (statewide)--California Cushman Club. Contact Doug Baldanzi, President. 408-246-7745

Costa Mesa--Hardpack SC, meet 1st Sun. of the month. [hardpacksc.com](http://hardpacksc.com)

Fresno--Bomb Squad Scooter Crew meets on the 1st Wed. of every month at the "Body in the Bog." E: [brtun@attitude.com](mailto:brtun@attitude.com)

Fresno--Fresno Scooter Club meets @ HOT ROD Scooters every 3rd Sun. for BBQ, beers & support. All are welcome. Ph: 559-213-1313

Hollywood--Reflections Scooter Society hosts rides every Fri. night. Meet at 8:00pm-ish. Sabor Y Cultura Cafe, 5625 Hollywood Blvd.

Humboldt--Slug Rockets Scooter Club. All scooterists welcome. Weekly culture, monthly rides! [slugrockets.com](http://slugrockets.com) Ph: 707-839-2371

Los Angeles--Join the Vespa Club of Los Angeles for special events & charity rides. For more info, please visit [vespaclublosangeles.org](http://vespaclublosangeles.org)

Los Gatos--VCLG meets 1st Sun. of the month at the Los Gatos Coffee Company and rides at 10am, unless pre-empted by rain or scooter rally. [vespaclublogatos.com](http://vespaclublogatos.com)

Long Beach--Long Beach Classic SC. Metal, manual-shift scooterists only. Ride meets 11am the last Sat. of the month @ Frisco's Carhops Restaurant. Ride leaves at noon. [myspace.com/longbeachclassicscooters](http://myspace.com/longbeachclassicscooters)

Merced--Razzi Della Banana SC hosts a ride every Sat. night at Sonic in Merced. All Scooterists welcome! E: [razzidellabanana@aol.com](mailto:razzidellabanana@aol.com) [myspace.com/razzidellabanana](http://myspace.com/razzidellabanana)

Orange County--The Scooting Dogs SC meets 2nd Sat. of the month. E: [scootingdogs@hotmail.com](mailto:scootingdogs@hotmail.com)

Orange County--The Motorcreeps SC meets the 3rd Sun. of the month in Long Beach. E: [vegasrec@aol.com](mailto:vegasrec@aol.com) or check out Motorcreeps on Yahoo! Groups.

Sacramento--The Burgundy Topz: 20 years and still going strong. E: [burgundytopz.com](http://burgundytopz.com) or [burgundytopz@gmail.com](mailto:burgundytopz@gmail.com)

Sacramento--Royal Bastards Scooter Club meets Thu. at 7:00pm at The Limeight Bar & Card Room. We're always looking for more Bastards. E: [rbsscoterclub@yahoo.com](mailto:rbsscoterclub@yahoo.com) or [geocities.com/rbsscoterclub](http://geocities.com/rbsscoterclub)

San Diego--The Pharaohs SC meets 1st Sat. of the month. All are welcome. Ph: 619-255-1710 or E: [grandpanate@cox.net](mailto:grandpanate@cox.net)

San Luis Obispo--Pushstart MSC meets 1st Sun. of the month at noon, at Foster Freeze (Marsh/Nipomo). Ride leaves at 1pm. Jim at 805-464-0503 or [lambretta@thegrid.net](mailto:lambretta@thegrid.net)

Santa Barbara--The Vesparados meet every Wed. at 6PM (until Daylight Saving Time) at the Santa Barbara Mission. Check message board at [vesparados.com](http://vesparados.com)

Santa Cruz--Connect with other local scooterists. Message boards, tech help, scootering tips and more. [scscoot.com](http://scscoot.com)

Santa Cruz--Vespa Club of Santa Cruz. All types of scooterists are welcome. Usually ride the 2nd Sun. of each month. Go to [vespaclubofsantacruz.com/](http://vespaclubofsantacruz.com/)

Santa Monica--The Westside Scooter club meets 2nd Sun. of the month @ Cock and Bull Pub. Ride leaves at 1pm sharp.

Santa Monica--Santa Monica Scooter Club hosts local scooter events. Meets at Vespa of Santa Monica Ph: 310-434-9929 or [www.3dman.com/SMSC/](http://www.3dman.com/SMSC/)

Sierra Foothills--Andiamo Scooter Club: [andiamoscooter@hotmail.com](mailto:andiamoscooter@hotmail.com)

Silicon Valley Scooterists--Join the South Bay Scooterist E: [groups.yahoo.com/southbay\\_scooterist](mailto:groups.yahoo.com/southbay_scooterist) or meet us at Trial's Pub Tue. at 9pm.

Temecula--Cafe Moto Vespa Club meets monthly alternately in Fallbrook and Temecula. All scooterists are welcome! [cafemotovespaclub.blogspot.com](http://cafemotovespaclub.blogspot.com)

Torrance--The South Bay SC meets 1st Sat. of the month at Claim Jumper restaurant in Torrance at 12:30pm. Ride leaves at 1pm. [southbayscooterclub.com](http://southbayscooterclub.com) E: [info@southbayscooterclub.com](mailto:info@southbayscooterclub.com)

## COLORADO

Aurora--Aurora Scooterist serves east Denver Metro area particularly Aurora. Predominantly 50cc Honda scooters, but open to all. Sign up at [aurorascooterist.groupomatic.com](http://aurorascooterist.groupomatic.com)

Colorado Springs--Peak SC, [peakscooterclub.com](http://peakscooterclub.com) or [peaksco@adelphia.net](mailto:peaksco@adelphia.net) Ph: 719-227-1465.

Denver--Bottle Rocket SC meets every other Wed. [brsc.org](http://brsc.org)

Denver--Shiftless Character SC meets every 3rd Sat. Dan Strizek: [madrussian@ricochet.com](mailto:madrussian@ricochet.com). [scsquared.net](http://scsquared.net)

Denver--Scarab SC rides last Sun. of every month. [scarabsc.com](http://scarabsc.com), E: [denverscarabsc@gmail.com](mailto:denverscarabsc@gmail.com)

Denver--SQREAM (Scooter Queers Riding Everywhere And More) rides once a month in the Denver area and up into the mountains! The group is open to everyone. [www.SQREAM.net](http://www.SQREAM.net)

Denver--Mods and Knockers - An all-girl scooter club. Fast Girls on Slow Bikes. Rides-when we feel like it. [myspace.com/modsandknockers](http://myspace.com/modsandknockers)

Denver--ACE, est. 1992, is Denver's oldest scooter club. Monthly meetings at Detox or County Jail. [myspace.com/acescooterclub](http://myspace.com/acescooterclub)

Fort Collins--Killer Bees SC (serving Northern CO) Join the swarm! [autos.groups.yahoo.com/group/killerbees\\_scooterclub](http://autos.groups.yahoo.com/group/killerbees_scooterclub). Also on Facebook & Twitter

Grand Junction--BRK SC host monthly rides, and the yearly High Desert Scooter Rally. [myspace.com/blueribbonkingssc](http://myspace.com/blueribbonkingssc) or [john\\_tonic@hotmail.com](mailto:john_tonic@hotmail.com)

Colorado--(statewide) "???" SC, an active riding group. [fesore@aol.com](mailto:fesore@aol.com)

Colorado--Zuni Zombies-International club based in Colorado with chapters in New Zealand, Japan, Costa Rica, Holland and the US. E: [revcro@excite.com](mailto:revcro@excite.com)

## CONNECTICUT

Hartford--Central CT and Western MA. [groups.yahoo.com/group/CTScotRiders](http://groups.yahoo.com/group/CTScotRiders) or E: [velvetbrown@aol.com](mailto:velvetbrown@aol.com), Ph: 860-523-1102.

New Haven--Elm City Scooter Club meets Fri. nights at Rudy's at Elm & Howe downtown New Haven. Elm City Dave 203-467-8181.

Putnam (Quiet Corner)--Sun and Fun SC serves scooterists from Northeast CT, Central MA, and RI. 860.888.2097 or [sunandfunscoterclub.com](http://sunandfunscoterclub.com)

## DISTRICT OF COLUMBIA

Washington DC--The Saints Scooter Club has regular rides and events check: [saintssc.home.comcast.net/](http://saintssc.home.comcast.net/) for schedule.

## FLORIDA

Central FL--Space Coast Scooter Crew welcomes all ages, makes/models. [Scootercrew.org](http://Scootercrew.org)

Lakeland--The Lakeland Scooter Club is open to all scooterists, all makes, models & engine sizes. [LakelandScooterClub.com](http://LakelandScooterClub.com)

Melbourne--East Central Florida SC is a new club looking for scooterists in our area. [estcentflsc@aol.com](mailto:estcentflsc@aol.com) Call Scooterville Motorsports: 321-768-6565.

Northern Florida--Electric Scooter Club now forming. E: [hummerscot@yahoo.com](mailto:hummerscot@yahoo.com) or [forsenseum.com](http://forsenseum.com)

Orlando--High Endurance SC, Call Josh 407-898-3312

Pensacola--Voidoid SC, call Eric 850-432-1200 or E: [elvis@easthillcd.com](mailto:elvis@easthillcd.com)

Sarasota--SaraScoota Scooter Riders group: [autos.groups.yahoo.com/group/SaraScoota-FLA/](http://autos.groups.yahoo.com/group/SaraScoota-FLA/)

Tampa--Tampa 2 Stroke SC covering the Tampa Bay Area. [tampa2stroke.com](http://tampa2stroke.com) or E: [kieranwalsh@mindspring.com](mailto:kieranwalsh@mindspring.com)

## GEORGIA

Atlanta--The Imperial SC welcomes riders of all makes of scooters. [Imperialsc.com](http://Imperialsc.com)

Atlanta--The Terminal SC is for scooterists in the metro area. Find us at [terminalsc.com/forums](http://terminalsc.com/forums) and [forums.scootlanta.com](http://forums.scootlanta.com)

## IDAHO

Boise--Minions of Boise. See our forum at [mobscc.com](http://mobscc.com)

Boise--Retro Active SC--[retroactivescooterclub.com](http://retroactivescooterclub.com) or Rob 208 384 1919

## ILLINOIS

Chicago--Los Corazones Negros, Chicago, meet every Tue. at Club Foot, 1824 W. Augusta. Visit [scooterjerk.com](http://scooterjerk.com)

Chicago--Jedi Knights S.C. Coruscant. Contact Rob at 773-328-8821 or [occupant@shell0.elnet.com](mailto:occupant@shell0.elnet.com)

Chicago--Second to Last SC. E: [Jackatbenign@flash.net](mailto:Jackatbenign@flash.net) or 22lsc.org.

Chicago--Chicago Scooter Club: [chicagoscooterclub.com](http://chicagoscooterclub.com)

Quad Cities--Knuckle Draggers S. C. meets/rides weekly. For info: [autos.groups.yahoo.com/group/Knuckle\\_Draggers](http://autos.groups.yahoo.com/group/Knuckle_Draggers). Riders in Iowa also welcome.

## KANSAS

Kansas City--UPSETTERS F.U.S.C.-K.C.'s oldest club is still open to all makes of scooterists; we're a little more particular about the people. Yahoo & Myspace groups under [upsettersfusc.com](http://upsettersfusc.com).

Kansas City--the Debutantes K.C.S.C. - an all girl scooter clique, flirting with disaster around Westport. Contact- [DebutantesS.C./myspace](mailto:DebutantesS.C./myspace)

Kansas City--Vespa Club of Kansas City- Contact us at [vespa@vespakansasacity.com](http://vespa@vespakansasacity.com) or stop by the shop.

Overland Park--Mad Toto SC meets every Sun. 1pm for informal rides at Scooter World, 7325 W. 79th St. 913-649-4900 [madtoto.com](http://madtoto.com)

Leavenworth--Crusaders Scooter Corps a vintage & classic-styled traditional scooter club. [crusaderssc.net](http://crusaderssc.net). E: [followersofurbanthe2@yahoo.com](mailto:followersofurbanthe2@yahoo.com)

Greater Kansas Area--K.C. United - the home of Greater Kansas City's scootering community. [crusaderssc.net/kcunited](http://crusaderssc.net/kcunited). E: [rudeboy\\_dreams@yahoo.com](mailto:rudeboy_dreams@yahoo.com)

## KENTUCKY

Louisville--Louisville Scooter Group is open to any make/model and rides every Tue. at 6pm. [louisvillescooter.org](http://louisvillescooter.org) or [louisvillescooter@gmail.com](mailto:louisvillescooter@gmail.com)

Newport--Ten Year The XYL's meet in Newport or Covington to ride the back roads and end up at the Comet. Join us! [tenyearlates.com](mailto:tenyearlates.com)

## LOUISIANA

New Orleans--Jedi Knights Dagoobah chapter. E: [nola@jks.org](mailto:nola@jks.org), visit [jksco.n.tripod.com](http://jksco.n.tripod.com)

New Orleans--Scoot New Orleans welcomes all makes, models and years. [groups.yahoo.com/group/scootneworleans/](http://groups.yahoo.com/group/scootneworleans/)

## MARYLAND

Baltimore--The 1st and Last Chance SC, East Coast rides, drinks, billiards, and repairs scoots weekly. E: [Mikeatmike@flcsc.com](mailto:Mikeatmike@flcsc.com) or call 410-419-4231.

Baltimore--Baltimore Bombers scooter club meets the 1st Wed. of each month 8pm at "Friends in Fells Point. [Baltimorebombersco@yahoo.com](mailto:Baltimorebombersco@yahoo.com) or call 410-666-8377 All motorscooters welcome.

Baltimore--The Oppressors Scooter Corp. E-mail Ginger at [Ginger@working-class.com](mailto:Ginger@working-class.com) or visit [www.working-class.com/oppressors](http://www.working-class.com/oppressors)

## MASSACHUSETTS

Boston--Boston Stranglers SC meets Sun. at 8pm at the Common Ground, Harvard Ave. Allston. Contact Woody: 617-364-7669 or visit [www.bostonstranglers.com](http://www.bostonstranglers.com)

Boston--North of Boston Scooters (NO-BS) For info, call El Presidente at 978-828-5542 or E: [notabomb@hotmail.com](mailto:notabomb@hotmail.com)

Boston--Ladies Scooter Society of Boston <http://groups.yahoo.com/group/ladiescootersocietyofboston>

Central Massachusetts--Diner City Scooter Club. Scooting Enthusiasts - [www.dsquared.org/dcsc.html](http://www.dsquared.org/dcsc.html)

## MICHIGAN

Ann Arbor--Jedi Knights Scooter Club, to feel the force check out our intergalactic communicator at [www.jks.org/forum](http://www.jks.org/forum)

Detroit--D'Tour Scooter Club now forming. For more info check out our website at [www.dtour-sc.com](http://www.dtour-sc.com)

Detroit--The Rovers Vintage Scooter club meets weekly at Berkley and Royal Oak pubs. Details as to the meeting place can be found on our site. [www.rovers-usa.com](http://www.rovers-usa.com)

## MINNESOTA

Mankato--Substitutes SC is a club for all scooterists in the Mankato area. All makes and models are welcome. <http://autos.groups.yahoo.com/group/Mankato-Scooter-Club/>

Minneapolis--All Mod Cons SC; all makes welcome. Mod dance nights all year long. To get involved check [www.myspace.com/allmodconscooterclub](http://www.myspace.com/allmodconscooterclub)

Minneapolis--Los Corazones Negros, Minneapolis holds random meetings. See [www.scooterjerk.com](http://www.scooterjerk.com) for more information.

Minneapolis/St. Paul--Minn-Max, Minnesota Maxiscooter Riders are a group of folks who enjoy riding together on touring class scooters. More information can be found at: [www.maxiscooters.org](http://www.maxiscooters.org)

St. Paul--The Three Muscooters meet Wed. for BBQ and then rides through St. Paul. Ph: 651-291-1454.

## MISSOURI

Kansas City--Crusaders Scooter Corps - A vintage and classic-styled traditional scooter club. [www.crusaderssc.net](http://www.crusaderssc.net). E: [followersofurbanthe2@yahoo.com](mailto:followersofurbanthe2@yahoo.com)

Kansas City--K.C. United - the home of Greater Kansas City's scootering community. [www.crusaderssc.net/kcunited](http://www.crusaderssc.net/kcunited). E: [rudeboy\\_dreams@yahoo.com](mailto:rudeboy_dreams@yahoo.com)

St. Louis--St. Louis Scooter Forum: all-inclusive forum for the entire St. Louis scene. [www.stlscoterforum.com](http://www.stlscoterforum.com)

St. Louis--30 Days Scooter Gang: An all makes/models scooter gang dedicated to smaller displacement machines. [30dayssg.com](http://30dayssg.com)

St. Louis--Mishifts S.C. Vintage club: [stlscoterforum.com](http://stlscoterforum.com)

Springfield--Vespa, Lambretta, Stella and other vintage scoots welcome. Weekly rides and dinner and drink meetings, rallies and scootering lifestyle [autos.groups.yahoo.com/group/southerndersscooterclub/](http://autos.groups.yahoo.com/group/southerndersscooterclub/)

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# Scooter Club Directory and Classifieds

## MONTANA

Missoula--Garden City S.C. is open to all riders and bikes. E: gardencitysc@live.com.

## NEVADA

Las Vegas--Scarab SC contact is Jason Jones; E: barathos1@yahoo.com or call 702-650-9095

Reno--Bomb Squad Scooter Crew: Classic and Vintage scooter enthusiasts. Contact Seth Fry 775-787-8930 or E: redlambretta@punkass.com

Reno--Scoot Reno. Any scooter welcome! Rides twice a month. Contact sullivan\_tim@yahoo.com or www.scootreno.org

## NEW HAMPSHIRE

Manchester--The New Hampshire Scooter Club meets 1st & 3rd Tue. at 7:30pm at KC's Ribshack in Manchester. nh-scooters.com/

## NEW JERSEY

Hoboken--Square Mile SC, E: MarkandLaura1997@aol.com

Princeton--Princeton Area Scooter Club now forming. Focus on local weekend rides-if interested in joining or helping to organize contact tnessas@yahoo.com or 609-273-1469.

Redbank--Jersey Shore SC E: JerseyShoreVespa@aol.com or geocities.com/ken\_agip/JSVC.html

Scotch Plains--Union County Scooter Group. vespas.meetup.com/105/events/4984310/ or rich@parkerplants.com.

## NEW MEXICO

Santa Fe--The Outlaw Scooter Posse (O.S.P.) rides mostly in Santa Fe. For more info contact: scotty-g@hotmail.com.

## NEW YORK

Buffalo--Hell's Scooters SC "The club in the city with no pity" www.hellscooters.com

Buffalo--The Sarcastic Bastards SC. Contact Dee Von Hasseln at vespapixie@netzero.net or angelfire.com/retro2/buffaloscooters\_ny/

Ithaca--Ithaca Scooter Commuters meet most Sun. around 2:30 at the Gimme! Coffee at Cayuga St. & Cascadilla St. ithacascooter.com

Long Island--Hornets LISC meets every dry Sun. at 9am at the Bellmore RR. 516-681-2666 or ranchodeangelo@hotmail.com.

Long Island--Long Island Shore S.C. All scooters are welcome. Lissc.com or minelli@optonline.net.

New York--Jedi Knights SC, for info call 718-753-9491 or E: jedikeith@hotmail.com.

New York--The New York Scooter Club sponsors the weekly Wed. Night Ride. NewYorkScooterClub.com, E: nyscooterclub@gmail.com.

Rochester--Negative Image SC, meets 6 pm Wed. at Open Face Sandwich Shop, 651 South Ave., ride leaves by 7 pm. groups.yahoo.com/group/NISC

Syracuse--Holla' Back Scooter Club is open to any woman who enjoys the scootin' scene. E: 2tmales@verizon.net for details.

White Plains--Sassinoro Scooter Society meets every Sun. at Sassinoro Caffe. Call Franco 914-993-0471 or Tino at 914-287-0143.

## OHIO

Cincinnati--XYL'S Ten Year Lates SC meet every Wed., leave around 7pm & end up at the Comet in Northside. tenyearlates.com

Columbus--Columbus Cutters gather regularly throughout the year, and host our Scoot-A-Que Rally in September. scootcolumbus.com.

Cleveland--Pride Of Cleveland SC. All makes welcome. Meetings at 7 pm 1st Tue. at Pride Of Cleveland Scooters, 2078 W. 25 St. Ph: 216-737-0700.

Cleveland--Cleveland Chapter of the Rovers Vintage Scooter Club meets every other Fri. rovers-usa.com.

Dayton--The Gem City Rollers SC meets on the 15th of each month at the South Park Tavern on Wayne Avenue. All riders are welcome to join! gemcityrollersscooterclub.com

Wooster--Wooster Scooter Alliance: maxi scooter riders in Wayne County area. All riders are welcome! groups.yahoo.com/group/woosterscooteralliance

## OKLAHOMA

Tulsa--Continental Kings SC, meet in season for Sun. rides at Pie Hole Pizzeria. Contact Zach Matthews E: Mobboss@scoot.net.

Oklahoma City--Sputnik Scooter Club meets the 2nd Sun. of every month. E: jd@merryweatherphoto.com or sputnikokc.com.

Oklahoma City--Celebrating scooters, music and local city attractions. Contact Matthew at okccuriosity@cox.net or okccuriosity.com.

## OREGON

Eugene--Top Dead Center. Meets every Wed. at 7:30. topdeadcentersc.com.

Portland--Oregon Scooter Club monthly rides held on 1st Sun. of month. Ride leaves at noon sharp. Non-members welcome. www.oregonscooterclub.org

Portland--Twist and Play SC, meets Tue. Contact Ian at 503-287-4118 or twistnplay.com.

## PENNSYLVANIA

Harrisburg/Central Pennsylvania--Three Mile Island SC. All scoots and groupies welcome. tmisc.org

Philadelphia--Hostile City SC Anyone with a street-scooter can join the club. hostilecitysc.org

Pittsburgh--Pittsburgh Vintage Scooter Club meets 2nd Sat. of the month. For info E: dj@steelcityscooters.com or steelcityscooters.com

## RHODE ISLAND

Death Or Glory Scooter Club, For info go to www.dogsc.com, mspace.com/dogsc, or call OGRE at 401-440-9970.

## TENNESSEE

Chattanooga--Hill City United SC. Vintage/Metal Bodied/ Shifting scooters welcome! E: HillCityUnited@yahoo.com.

Memphis--Memphis Kings SC meets 1st Mon. of the month at Flying Saucer Draught Emporium at 6pm. E: tcbhatcher@mac.com or http://mkscooterclub.informe.com.

## TEXAS

Austin--Piston Broke SC meets each Sun. 1pm at Fran's Hamburgers. Pistonbroke.com.

Beaumont Area--Scooter Club Golden Triangle is open to all scooterists, all makes and models. For meet-up info go to sogt.wordpress.com.

Dallas--Get Bent SC meets at the Dubliner every Sun. 3pm. Bring your vintage scooter and join us for a pint! getbent-sc.com

Dallas/Fort Worth--DFWscooterist.com/forum is an online community for scooter enthusiasts.

Houston--United Scooter Riders of Texas: meetup.com/unitedscooterriders.

Houston--Houston Scooter Battalion meets 1st Sun. of the month at Beer Island at 3pm; ride at 4pm. scooterbattalion.com

San Antonio--Alamo Scoots is open to all scooters and meets every 1st Fri. at Presa Street Grill at 7pm. Also ride on Sun., meet at La Tuna at 2pm. alamoscoots.com.

## UTAH

Logan--Cache Valley S.C. meets 1st, 3rd & 5th Thu. at Greenline scooters. Contact: cvsc.president@gmail.com.

Provo--Brigham's Bees SC has regular rides/activities. brighamsbees.org.

Salt Lake City--Upstart SC does rides most weekends. groups.yahoo.com/group/utahscooterscene, Scoot.net/chat or E: Larry@scoot.net.

## VIRGINIA

Charlottesville--Rivianna Scooter Club welcomes modern & vintage scooters. www.goescootn.com.

Lynchburg--Chain of Fools SC meets monthly. E: Maureen nsbird@yahoo.com.

Norfolk--Seven Cities SC tidewater areas only scooter club. Vintage and most modern scoots. sevencitiessc@yahoo.com

Richmond--7 Hills Scooter Club. Scooters range from vintage to modern, customs, classics and racers. Open to all ages & backgrounds. 7hillssc.com

## WASHINGTON

Burlington--S.O.S. Club (aka The Scooters of Skagit Club) meets 1st Sat. of the month. Richard 390-391-1669 or E: welbygeorge@comcast.net.

Bellingham--Scooters of Bellingham Club (S.O.B Club) meets last Sat. of the month. Tom 360-820-2471 or scootersofbellingham.org.

Richland--The Bombastic SC meets the 1st Wed. of each month and does lots of riding in between. E: bombastic@yahoo.com or check out bombasticsc.com.

Seattle--The Emerald City Flying Monkeys meet every fourth Wed. E: steve@damndirtyyape.net or visit flying-monkeyss.com.

Seattle--Los Gatos Gordos meet every 2nd Mon. of the month at the Honey Hole on Pike Street. All scooterists welcome. losgatosgordos.com

Seattle--Wussys meet every Thu. at the Comet Tavern 9pm. Jeff: wussy02@hotmail.com or visit wussy.net.

Seattle--Vespa Club of Seattle meets 2nd Tues. at 8pm at the Lucky Dog Cafe 5828 Roosevelt Way NE. vespaclubof-seattle.com

Seattle--Westenders SC is Seattle's mod-themed scooter club specializing in rides and fun! westenders.org

Seattle--Vespa Club of Seattle meets 2nd Tues. at 8pm at Café Venus. Vespaclubofseattle.info

Tri-Cities--Bombastic Scooter Club meets the 1st Wed. at 7pm. bombasticsc.com or mspace.com/bombasticscooterclub

## WISCONSIN

Appleton--Appleton Area Scooter/Moped Group meets 1st and 3rd Sat. @ 1pm at Pierce Park. autos.groups.yahoo.com/group/AASMG/ E: marty02468@yahoo.com

Lake Geneva--Steel Sister SC--all girl, all steel. Vintage or new machines. Contact Club President Lynette: steelsister-scooterclub@yahoo.com.

Madison--The Pharaohs SC meet random Sun. at the Echo Tap and various Tue. at The Come Back Inn. Rob at 608-209-2781 or creeper44@yahoo.com.

Madison--The Defilers, Mad City meets daily at 1121 E Johnson after 5pm. E: wasp13usa@yahoo.com or call 847-533-3660 schick-dang!

Milwaukee--Scooter Rats SC for Milwaukee-area scooter enthusiasts. askarat@scooterrats.com or scooterrats.com

Milwaukee--Section 8 Scooter Club: section8sc.com

Milwaukee--Revenge S.C. of Milwaukee a classic 2-stroke scooter club. mspace.com/revengescooterclub

## CANADA

Edmonton--The Vespa Club of Edmonton welcomes all scoots. vespaclubofcanada.com or E: buzzin\_hornet64@yahoo.com

Halifax NS--Halifax Scooter Council. E: justingrant@hotmail.com or visit halifaxscooterCouncil.com.

Toronto ON--Toronto Vintage Scooter Club rides meets foroutine and pints; torontovintage.com or E: torontovintagesc@gmail.com.

Vancouver BC--Vespa Club of Canada meets 1st Fri. and 3rd Wed. at the Anza Club in Vancouver. E: president@vespaclubofcanada.com or vespaclubofcanada.com.

Calgary AB--Apocalypse S.C. Rides Tue. night and Sun. morning April-Oct. Social events year round. apocalypsecsc.com E: info@apocalypsecsc.com

## AUSTRALIA

Vespa Club of Australia--www.vespaclub.com.au

## GERMANY

Berlin--Morlocks Scooter Gang, Berlin Germany, more details: people.freenet.de/morlocks

## UNITED KINGDOM

England--South London Revival Scooter Club meet every Mon. at the Sun Pub, Carshalton, Surrey (10 miles south of London) For further details SouthLondonRevivalSC.co.uk

England--Modern World Scooter club meets each Thu. at the Wilson Hall Labour Club, Colley Gate, Cradley, Black Country. Modernworldscooterclub.com

## CLASSIFIED LISTINGS

Online Scooterists: make friends with the friendliest scooter magazine this side of the pond. Add us on Facebook and MySpace.

Warrior Clothing, England. Happy to send help to North American rallies. E: warrior.clothing@virgin.net or see www.warrior.co.uk.

Scooterdiva.com: Web site and forum for scooter women, by scooter women.

Piaggio And Innocenti Scooterists Association Network Society Come join our vintage Vespa and Lambretta (only!) scooter forum. www.paisans.org

## Rally Sponsorship

Scoot! Magazine sponsors rallies throughout North America. If you are interested in Scoot! sponsorship, Email your request to josh@scootmagazine.com or snail mail to P.O. Box 9605, San Jose, CA 95157.

Zundapp Bella Enthusiasts Club, for anyone with an interest in these German scooters. We are based in the UK and publish a quarterly newsletter, "Bella News and Views.". We have members worldwide. Further details can be found on our Club Website: www.bellascooters.co.uk, or e-mail me at jeffcleaveley@scooters.ndo.co.uk

**SCOOTER STOLEN?** Submit your stolen scooter listing to Scoot! and get the eyes of thousands of scooterists looking for it. For more information, contact April at april@scootmagazine.com.

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## 📍—SHOW US YOUR SCOOTS!—



Craig Hueneke from Ridgewood, NJ, sent us photos of his lucky scooter day. Less than a week after purchasing a 2009 Auto Moto he and his wife stumbled upon the Ridgewood Motorcycle Classic.

One of the organizers encouraged him to enter his bike in their competition. While having dinner in a nearby restaurant, he heard his name called and discovered that he had won the Best Scooter award.

According to Craig, "Needless to say I was shocked but not surprised as I do get followed everywhere I go and get asked a million questions all the time when I ride around."



Jan and Matt Clark of Sierra Vista, AZ, like to load up their Ruckus scooters and go to "Movies in the Park" to watch a film with her dogs, Katie and Felix.



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# Got a Scoot to Brag About? Then...

## Show Us Your Scoots!

Scoot! Magazine and ScooterCraft.com are partnering to see what incredible scooters Scoot! readers have in their garages. We have featured some great rides in the past, but we know that we haven't shown them all. Now, you can submit your scooter for a chance to win great prizes!



# Scoot!



**Categories:**

- 2-stroke modern (any cc)
- 4-stroke modern (any cc)
- Classic/Vintage



### How to enter:

Go to <http://www.scootmagazine.com/contribute.php> and download our Reader's Ride Profile questionnaire. Fill it out and submit it along with 5 high-quality photos of your bike and one headshot of you (the owner). Entries should be mailed to: Show Us Your Scoots Contest; c/o Scoot! Magazine, P.O. Box 9605, San Jose, CA 95157.

### Prizes:

Prizes for top 5 scooters in each class.

- 1st place - \$120 gift certificate redeemable in the scootercraft webshop; free subscription to Scoot! Magazine
- 2nd place - \$90 gift certificate redeemable in the scootercraft webshop; free subscription to Scoot! Magazine
- 3rd place - \$60 gift certificate redeemable in the scootercraft webshop; free issue of Scoot! Magazine and Scoot! buttons.
- 4th place - Stage6 T-Shirt and keychain; free issue of Scoot! Magazine and Scoot! buttons.
- 5th place - Stage6 T-Shirt and keychain; free issue of Scoot! Magazine and Scoot! buttons.



### Rules & stuff:

The contest is open to all residents in the USA, Canada, Mexico and the Caribbean. Photos must be received by Scoot! Magazine by April 30, 2010. Winners will be chosen by the Scoot! Magazine editorial team. Photos of winning scooters to be printed in the June issue of Scoot! Magazine.

### Tips:

Be specific and detail what modifications and steps you took to get it to where it is today. We are interested in how it looks and how it runs! Also only send clear, clutter-free, sharp photos, we cannot publish low-quality images, photocopies (yes, we get those all the time) or images taken from the Internet. If the images aren't print quality, you won't make it into the magazine.

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