

STREET PROKEE BULLZZ

#2 SUMMER 1996 US\$2.00



2STROKEBUZZ

SUMMER 1996

information 2

editorial 3



news 4 internet 5

paul mcintosh of the isc 6



cincinnati

vintage scooter 9



the committed
tour 10



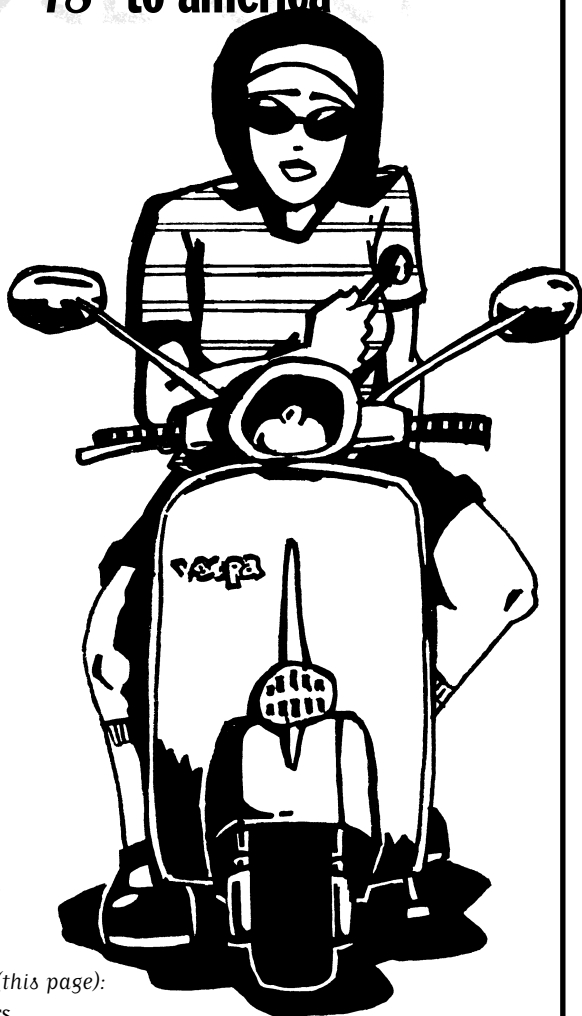
scooter
gang 14



new 22
products



velociferos come
18 to america



cover photo:
jeff stegman's
Vespa 180SS

illustration (this page):
britton walters

2strokeBuzz is published in Chicago by Bryan Noise, who writes everything that doesn't have a byline and then puts it together. It's edited by Tracie "Vina Vroom" Haluda. Loads of other people helped out a bunch, for instance: everyone on alt. scooter and Two Stroke Smoke; Jason Bell; Big Daddy Soul; Big People Scooters; BMWNY; Dan Danhauser; Scott Hershey; Phil Hertz; David Lewis; Paul McIntosh; Mark Mihok; Scootique; Scooterworks USA; Bogdan Sipic; David J. Smith; David "E" Sterling; and Britton Walters.

This month's soundtrack: *When the Revolution Comes* by Lord High Fixers; *Kryptonite* and *I Can See Your Mom from Here* by Gaunt; *The State of Art Is on Fire* by Rocket from the Crypt; The Misfits Box Set; *The Makers (fuck you!)* by the Makers; *The Undertones* by the Undertones; "Park It up Your Arse" by Thee Headcoates; *Pee* by Pee; *Mekons Rock and Roll* by Mekons; and *Peel Slowly and See* by The Velvet Underground.

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Visit your nearest 2strokeBuzz dealer: Ajax Records, Chicago, IL; Scooterworks USA, Chicago, IL; Beat Hotel Records, Berkeley, MI; Scooterama, St. Louis, MO; Cincinnati Vintage Scooter, Cincinnati, OH; Scootique, New South Wales, Australia. At time of publishing, we are finalizing plans to be distributed by Cargo, so ask your local record store to get in touch with them and order loads.

Ad rates are cheap and negotiable—call me, we'll talk. You CAN afford it, trust me. I'll even design it for ya if you want. For free.

Subscriptions are available for US\$8 postpaid for four issues. **T-shirts** are available for US\$16 postpaid. **Patches** are US\$2 postpaid. **Single copies** are US\$3 postpaid, US\$2 in person and US\$1.50 to dealers ordering five or more. Foreigners must send me nice scooting-related stuff to trade so we don't have to worry about the exchange rates and postage.

Make all checks payable to Bryan Bedell!

I still have a few copies of 2SB #1, but I'm taking 'em to Niagara, so don't hold your breath, order now! Which reminds me: look for me at Niagara, I'll be there unloading 'merch and hunting down stories.

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RANT & RAVE:

Welcome to issue #2 of 2strokeBuzz. A lot has happened since the last issue, even though winter in Chicago prevented much riding. I bought my second scooter, a 1966 Vespa 150 Super, and passed the Primavera on to 2SB's copy editrix, Vina Vroom. Everyone seems to have enjoyed 2SB #1, and it's been a lot of work (but a lot of fun) getting #2 together. I think you'll enjoy it.

The main thing I've learned in the last few months is how easy it is to get involved in the scooting world. Just about everyone who wrote or emailed told me they wished there was more stuff like my 'zine out there. Well, let's go! If there's something you want done, do it! There is absolutely NO reason you can't do a better 'zine than this one, or plan the best rally ever, or start a great club in your area. There's nothing about me that makes me better than anyone else; I *sure* don't know as much about scooting as a lot of you out there, and I have just about no spare time to spend on this, but I do it. I love to do it! I'm not doing it for the \$2; I'm doing it hoping that next time, I'll get your 'zine as a trade, or you'll send me your band's new single, or a patch from your rally. That would mean a lot more to me. Just about all of the movers and shakers out there started with nothing. It doesn't take a ton of money to do any of these things, it just takes a good idea, dedication, and support from the scooting community. The support is there. Everyone wants to see more communication and activities going on. Don't be a consumer, be a producer!

Name your biggest hero, then keep in mind—whoever it is—he or she is no better than you. A role model? Sure! An idol? No way. Get up and get going. Use your unique talents for scooting. We all need you!

Have a great summer, ride often, and please ride safely. Thanks for reading and keep in touch!

Bryan Noise, Chicago, 4/96

Wear a helmet!

enough stickers will make anything look cool...



Rallies * The Second to Last SC of Chicago will be holding its annual Slaughterhouse Rally near Chicago on July 19-21. Contact: Moe or Kristen at 312-769-5736 or email moekris@mcs.net. Slaughterhouse II promises to top last year's excellent rally, and 2SB will be there as a sponsor. If you go to one rally in the Midwest this year, make it this one! * The planning continues for the Inter-Nat Scooter Rally '96, sponsored by the Internet Scooter Club. The date of the rally is September 21. Cities participating to date are: Sydney, Chicago, Rotterdam, Seattle, and San Francisco. To keep abreast of developments or to coordinate participation your area, contact 2strokeBuzz and I'll put you in touch with the proper people. If you're organizing a rally that weekend, great!, tie it in! The rally will feature scooter judging on an international level, rides, communication with scooterists around the world, and international as well as local patches to trade with scooterists in other locations. *

Sightings * Actress Cameron Diaz (*The Mask*) was featured sitting upon a lovely blue-and-white Lambretta 1d in *Vanity Fair* a few months back. I cut it out and hung it in my office and was accused of sexism by the three women I work with, so I offered to cut her out of the picture * I finally got the chance to see *Mod Fuck Explosion* just as 2SB was being finished, so I promise a review next time. For now, just let me say that it was great and it does a really great job of making mods look silly (don't worry, he makes everyone look silly!) The scooters in the film were supplied by the Secret Society Scooter Club of San Francisco. I've set up an interview with Jon Moritsugu, the director, for issue #3 of 2stroke-Buzz. *

2SB Contest! * Send a drawing of your dream scooter to 2strokeBuzz and win! One winner will receive a 2SB t-shirt, two runners-up will receive free subscriptions. Drawings must be submitted on 8-1/2 x 11" or smaller paper or as Macintosh-compatible art files (TIFF or eps). Any medium is OK as long as it's flat (3-d objects may be photographed). Entries must be postmarked by July 20, 1996. * Use your imagination, anything goes! Drawings may be based on real scooters or completely imaginary; feasible or ridiculous. *



SURFING:

Vespa Obsession!

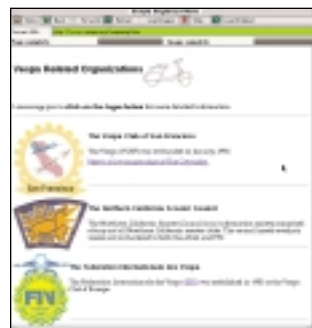


Lots of scooter-related Web pages have sprouted up lately, possibly because winter keeps a lot of us inside and we need to get a scooter fix some other way. Some of these new pages are great, some aren't, but it's come to the point where there are too many to list. My favorite new site is Brian Holm's *Vespa Obsession*.

In Brian's own words: "I've titled this site Vespa Obsession simply because I've got it bad for the Vespa motorscooter. Since you've found this, I'd guess that you've got it bad too. ...As this site slowly grows I hope it will share my personal experience of the world of scootering. I will try to use (mostly) my own pictures, renderings, and stories, but will also eagerly provide space to others who have experiences to share."

The site is chock-full of goodies: actual photos of "Il Paperino" (the one-off "Donald Duck" prototype Vespa) and the rare V.98 prototype Vespa being restored in Italy; a comprehensive list of books about scootering; pictures of his Vespa 150 restoration; a great story about his stolen scooter; a serial number list, and much more. He outlines his 50th anniversary plans and shows off his baby. The "links page" contains links to many other sites. All of this is

designed consistently and without excess graphics that slow down access time. It's very well-done, all around.



Name: **Vespa Obsession**
 Creator: **Brian Holm**
 URL: **http://www.vespa.org/**
 Design: **B+**
 Content: **B+**
 Overall: **A-**

SURFING:

2SB interviews the founder of the Internet Scooter Club; *Paul McIntosh*



Paul McIntosh, of Sydney, New South Wales, Australia, was the key figure in the organization of the Internet Scooter Club, which continues to grow rapidly after more than a year of existence. Paul keeps track of the member directory, writes the email newsletter, and even hand-silkscreens the membership patches. He is currently heading the team planning what might be the most ambitious and original plan for a rally ever: the Inter-Nat Scooter Rally '96 in September. Plans include individual rallies in many cities around the world linked by Internet relay chat (IRC) and constantly-updated web pages. Scooterists in remote locations can join in through the Internet as well, making it possible for thousands of scooterists around the world to meet in a whole new way. Otherwise, it will be like any other rally, there will be plenty of riding, showing off, drinking, music, dancing, and new friends.

2strokeBuzz talked to Paul in March, toward the end of his several-month-long business trip to Belgium. Although he missed the summer rally season in both hemispheres, it appears as though he's got a lot to keep him busy through the Australian winter.

How many members are there now? How many countries?

There are around 200 members in 16 countries - Australia, Austria, Belgium, Canada, France, Japan, Holland, Ireland, Italy, Germany, New Zealand, Norway, Sweden, Switzerland, UK and of course the USA.

What's the Web page address?

The Web page is at <http://www.world.net/paulmc>

Your email address?

My email address is paulmc@sydney2.world.net

What do you do when you're not scootering?

For work I play about with software for telephone exchanges. For fun I go out, drink lots and make an idiot of myself. Apart from scootering-related stuff, the only other interest would be learning French which I am doing via night classes and the French version of Wing Commander IV. Très difficile.

How/when did you get involved with scooters? What kind of scooter(s) do you have?

The first scooter I got was a Vespa 50 when I was about 17. I swapped a crate of beer for it and got it going by pushing it up and down the street for 2 hours. I didn't get serious till a few years later when I bought a 150 Super, then the first PX200E to come to New Zealand. From then on I've stuck with Vespa 200's because they handle the abuse I give them. At the moment I've got a Silver GS200 but haven't been able to use it due to fucked up Belgian laws.

What's the "scene" like in Australia? Is it hard to find parts or service? Are there a lot of rallies? Events? Clubs? Shops?

Things are picking up in Oz. Someone has started importing new PX's and a shop called Scootique is opening. Generally, the scene is pretty small but they are dedicated and it looks like more people are getting into it.

You're currently in Belgium, what differences are there?

Unfortunately, the Belgian government decided I was too much of a security risk to be allowed to ride my scooter so I missed out on a lot of the scene. Events here are scattered through countries and towns; you need transport to get to them. I went to a do in Germany which was pretty cool, the scene is alive and kicking there.

Who had the idea for the ISC? Was it something that originated on alt.scooter? How many people were involved in getting it started?

I thought up the idea myself and people I mentioned it to at the pub and on alt.scooter liked the idea. So I just did a posting in alt.scooter saying that a club was being formed, think up a name and I'll make some patches.



**What is the ISC all about?
What do you think its role in
the scootering world is?**

It's just the same as any other scooter club, bringing people together with a common interest - the only thing that's different is that it's on a global scale.

Has it evolved as you expected?

I didn't really know what to expect but what has happened so far hasn't disap-

pointed.

**How did the Web page come about? Who set it up?
What plans do you have for it?**

My service provider offered cheap Web space so I nabbed it. I hope to make the site a focal point for finding other scooterists, seeing what they look like and finding out what's going on.

What events has the ISC sponsored so far?

So far just the rally sponsored by the Chicago ISC, the club has no funds so sponsorship takes the form of whoever is feeling generous at the time.

What's the current plan for the upcoming worldwide rally?

So far we have it planned for September 20-22. We will be having different people organizing their own events and linking up via the Internet. So far we have Chicago, Rotterdam (Holland) and Australia, hopefully by September we should have a lot more.

Are there plans for anything else this season? Are you going to any of the big European rallies?

I am out of here in 2 weeks but I hope to finally get some touring of Australia done and also catch the Easter rally there.

Why should people join the ISC (other than the free patch!)?

The more people that join the ISC, the better it will be. It won't be long before an ISC member can easily find rare parts for a scooter in New Zealand or where to go for the scooter scene in Japan.

Is it a lot of work for you? Do you plan to keep doing it indefinitely? What can people do to make less work for you?

It's a bit hard organizing things from a hotel at the moment but usually it's easy and I'll keep doing it as long as I'm needed. I hope that in the future more people will get involved and make things a bit more lively.

**All in all, what do you like best about scootering?
What is it that makes us all lie awake nights, thinking of scooters?**

My passion is scooter touring. The best thing in the world is disappearing on a scooter for weeks at a time. Everywhere you go you'll always find other scooterists and a party. What more could you want from life?

SHOP



Dave Lewis

...a visit to

Growing up in the suburbs of Cincinnati would have been a lot more fun if I had a scooter. I never even saw a Vespa the whole time I lived there, but the Brighton Corner Scooter Club was active through the eighties. It was around this time that Dave Lewis got his first scooter.

Dave now owns five Vespas, including a white P200E that was recently trashed in an accident. "Wear a helmet!" pleads Dave as he shows me the car paint embedded in his helmet and scooter. He also belongs to the Jet Set Scooter Society, Cincinnati's only scooter club, with about eight members.

There's still no abundance of Italian scooters in Cincinnati, but now Dave runs a small shop to keep his fifteen-or-so regular customers running and happy. Cincinnati Vintage Scooter recently moved from its downtown location to a larger space, east of the city, where Dave keeps his scooters-in-progress. Finding scooters in Cincinnati is not so easy, so Dave takes what he can find. "The PX125 was in a dumpster, I saw it sticking out," he points to a dented, disassembled body in the middle of the row of scooters. Next to it is a Vespa Rally 200. "People spraypainted it with the engine still in," Dave complains, pointing out the paint all over the engine. In contrast to these scoot-

ers is a beautiful restoration-in progress Vespa SS180 we see later at the home of his friend Jeff Stegman [The scooter on the cover of this issue]. Dave is helping Jeff restore the scooter and Jeff has already executed a perfect red paint job.

Contact Cincinnati Vintage Scooter, 3729 Eastern Avenue, Cincinnati, OH 45226; by email, themod@eos.net; or by phone, 513-541-6140.



DUBLIN SOUL

Committed brings *The Commitments*' Irish soul to America



(l-r) Kenneth McCluskey, Dave Finnegan, and Dick Massey

by David "E" Sterling: The movie *The Commitments*, about a group of young Irish musicians who put together a soul band, was a tremendous "sleeper" hit when it was released in 1991. We caught up with three members of the movie's cast, currently touring (due to copyright laws) as "Committed."

KM Hello, my name is Kenneth McCluskey, and I play guitar.

DF My name's Dave Finnegan. I was the drummer in the movie and now I'm the vocalist.

For starters, how long have you guys been touring, in this incarnation?

DF This incarnation? Three and a half years. Exactly. I can remember the first date. Three and a half years. All around the world.

Now, there's three people from the movie touring...

DF Three people from the movie, yes. Meself, Ken, and the drummer, Dick Massey.

Do you still talk with the other people from the cast?

KM Yeh, it's not as if we fell out with them. We just don't see them a lot. They're off doing their own projects... we're off doing this.

DF Have we seen them? Yeh, we hang out with them. We're still great friends. There's talk about a sequel, so... you never know. If it works out we'll hang out on a regular basis.

Now, the film came out about five years ago. How do you think it's managed to keep so well, in terms of its popularity?

KM It's amazing, it's amazing. I mean, of that year, it was a sleeper. It was a very arty movie... small, low-budget. It was only in a few theatres. You know, in proportion to the big blockbusters, like

Terminator 2... remember that? And without sounding conceited, I think it's outlasted *Terminator 2*.

DF There's always one of these films that come out with the decade, and of course in the seventies it was the *Rocky Horror*, *The Blues Brothers*. And *The Commitments* has probably become one of them. It's just become an all-time standard, and it's... a cult film, you know? It's like, people will go out dressed like the characters that they like for the night. You know, like, they have these parties—

KM They have Commitments parties... fellows wear tuxedos and girls get like black dresses and such...

DF Which is great, really.

Obviously, you play soul music onstage. What sort of music do you listen to, personally? In the short film, *The Making of The Commitments*, you were shown with your old band...

DF Yeh, that was Psychobilly. No, we would play Elvis Presley. And Otis Redding, Wilson Pickett, rockabilly. Anything that was to do with the south... blues, soul, I like a bit of the Northern Soul, I like rockabilly. Everything that came from the south. The old rhythm and blues, basically you know? But I'm a big fan of Otis Redding.

KM I kind of like that music, but I came through it by a different vehicle. I always liked music by the Beatles, but the thing that I dig now was like, they would do a lot of old Motown numbers, Stax soul...

[at this point Dick Massey enters the room]

DM I'm Dick Massey, I play drums.

A few thoughts about the tour... how's it been going so far?

DM Tiring. Tired.

What do you guys think about the state of pop music today? What do you think is going on there?

DM I'm gonna leave the room!

[Dick Massey exits]

KM Well, it's gonna change, I believe. It's 1995, right? [he's been on the road too long!-zSB] Say eight or ten years ago, back in England, they had like, Top of the Pops, pop music, and it was really, very clean cut...

[a member of the tour staff enters the room]

TS Kind of like me?

KM Yeh, kind of like you. [laughs] This man's tryin' to do an interview...

TS Yeah? Oh, sorry... [leaves]

KM So, like now, there's an awful lot of bands, where it's actual guitars, bass, drums. So it seems to have gone back. You know all the American bands? It seems to have gone back to a band, with an individual sound, and a style, and a look. Where, maybe eight or ten years ago, it was very, like... just cliches, you know?

Have you guys experienced any sort of culture shock being in the US, as opposed to Ireland?

DF Yeh. Yeh, it's bigger! Very big, you know? But we're used to the states now, this is, what, our fifth or sixth time in the states. I mean, we did all the premieres for the film, and we've toured here

before. But this band...we do all the Commitments stuff, but try and do other soul stuff. We're a band from Dublin, you know, and we're keeping the soul...We've been working on this for a couple of years now, and it's starting to get big...the critics are coming out... and, because we're a white band, they're loving it. Maybe it's got something to do with the fact that we've got a new E.P., and because of that we're making it like a chorus now, you know, as an independent act, recording...doing our own thing.

Do you think now you're getting more recognition for your musical merits, rather than just having been in a movie?

DF Yeh, well, the thing you have to realize now is that the movie was one thing, but this, this is a great band. And this is a band that's recording it's own, you know, material and stuff. So I know it's an E.P., and it's got four songs, but as the year goes on we're gonna do maybe another four, and then maybe do another four, and maybe an album. Cos it's an independent act. We don't have a label. And we're not actually pushing on getting one. We don't want to be a tax write-off or something. This time around in the States it's a nationwide tour. Usually we just do the Midwest, and then we go home. Or we go to Europe, and then we do the East, and the Midwest, and then we end up in Las Vegas or Los Angeles...six to eight weeks. This is our fifth gig [of this tour] and the press are coming along more and more. The New York papers gave us great write-ups. Yeh, he's [KM] got a couple of songs he's been working on over the years, and I've got a couple, and we'll sit down and, you know, maybe change 'em around, and they'll show up on a new E.P., or the album. The kind of soul we go for, we do a little bit of Motown, but Stax/Atlantic, you know...it's more raw, and Motown was very commercial. We get more into a bit of the blues.

So is this what you guys want to do full time indefinitely?

KM My aim is to bring back the old soul.

Are or were any of the band members Mods or Scooterists? Being that Mods and Scooterists are into the same music and style as you are...

DF I wasn't a mod, but I was a scooterboy back in Dublin. I was in the scooter club with my brother, and I was always friends with all the scooterboys. I was into rockabilly and hanging around with the scooterboys, and the rockabillies started getting scooters, and mixing with the mods, and liking Northern Soul, and going to a lot of the clubs, and in Dublin you know everybody, but it was always cool like that...you know?

What's the best and worst things about touring?

DF The best thing is being on stage, trying to make everybody have a good time, and the worst thing's the travelling. Keith Richards had it right. "Being in the business twenty-five years," he said, "five years was playing music, the other twenty was travelling!" You get used to it, though, when you've been at it a long time. You do get used to it. And you know, we're out something like ten and a half months a year, so we don't really have much of a social life or anything...

KM No women in our lives... [laughter] No, just a nice Sunday mass, if we can find a church open...

DF You know, this is the fourth year touring, and next year we'll

be doing the sequel. We might be touring next year, but hopefully we'll be spending a lot of time in the studio. There's a lot to be accomplished. Then when the album comes out, maybe after all the royalties, we'll be back on the road again.

Now, that's the third time I've heard you mention a sequel. What's the word on that?

KM There's an English guy called Colin Weller. We've met him a couple of times, and he has some good ideas, but his plan's basically to put the band back together, but actually in real time—in other words, five years later. And what would we have done within the last five years. As the characters, as my character, Derek "The Meatman" Scully. You know, where would he be: unemployed, or still working at the butcher's? Or maybe even married. Or married and his wife'd run off with a sailor.

DF Or you'd run off with a sailor!

KM But Miramax Pictures is on the way, they say they want to do a sequel, and there are some ideas going around. But the rest is a secret! The good of it, the reality is that it carries weight. You could stand up and you can watch it and go, yeah, this is a good movie, even on its own. We're not just cashing in on the fact that you could make a sequel. Because we could make ten of those, but that's not what we wanted to do.

Is there anything else you'd like to add?

DF Yeh. Just tell everybody that they're looking at the greatest soul show there ever was. That's what we're about.

KM I did an interview, and I read it, and thought it was great. The guy said there were a lot of doubters, like [cops a Yank accent] "Well fellas, there's a lot of people out there, like, could you Irish guys play this American music the way it was meant to be played," you know? So I said, "Yeh." Of course there's gonna be doubters. There's people who doubt God, and they doubt the music too. I said we're just a bunch of rock-and-rollers. We sold twelve million copies of the two [soundtrack] albums around the world, and hundreds of thousands of people went to see our shows. So I believe there's enough people who believe in us to keep us going, a lot of musicians who've jammed and played with us...

Has Wilson Pickett ever shown up?

DF Yeh! Yeh, him and James Brown. We met Aretha Franklin, and all these guys who played with the Temptations, and a guy who used to play with Marvin Gaye. He's about fifty, sixty... And they love it, you know! Which is great. Because they don't care what anybody else says, they just enjoy it. You've just got to have a sense of humour, you know?

KM Yeh. You know, Oscar Wilde said—you know Oscar Wilde? He was a very famous Irish writer—He said, "There's only one thing worse than being talked about," he said, "that's *not* being talked about."

DF So, like I said, we enjoy it. Everybody seems to enjoy it. Hopefully it'll continue. We seem to be doing well at the moment. We'll see how this tour works out, cos, the West Coast's gonna be a big one. We've got over fifty shows to do, and this was only the fifth...

CLUB:

"FAKE 89"

HAN
SOLO
POEY

"Pat is a fucking maniac"

the scooter gang

14

2strokebuzz

OK, I'm going to get reamed for printing this story in a motorscooter magazine, but keep reading. A few months ago, while looking for leads on scooter-related bands on the Internet, I met Mike Joyce. He bragged of his psychopathic antics with his scooter club, terrorizing University of San Francisco students and local residents and controlling the streets of the bay area. The only thing was, Mike's scooter club, The Scooter Gang, wasn't riding Vespas or Lambrettas, they were riding kids' pushscooters. Being an open-minded guy, I asked him to send me more information and got a few press clippings that backed up his story. The Scooter Gang was a bunch of misfits, crashing the *Baywatch* set and harassing hippies on Haight Street. One member, Pat Bresnan, had even worked his way into an episode of *Baywatch* through some shady business that resulted in David Hasselhoff-sweat-in Lifeguard uniforms for the whole gang. I followed up again and sent Mike some questions, hoping to establish peaceful relations before they tried to take on any West Coast motorscooter clubs.

I want names, ages, and majors

Only 4 of us go to USF, those would be the 4 mentioned in the article [Pat, Mike, Oliver Pappas, and John Ringhoff-ed]. Ryan Rogers goes to the California College of Arts & Crafts in Oakland, and Ed Flores goes to some community college in Oakland. Both of them were born and raised in Modesto, California. In a recent survey, Modesto was ranked 299th out of 300 California towns. I (Michael Joyce, 19 years old) am a communications major/history minor. I was born in Chester, PA, about 4 miles south of Philly, but I was raised in the Portland, OR, area. My roommate, John, is 19, and has not declared a major yet. He is also from Modesto, the best little mall town in America. Oliver goes to the Academy of Art San Francisco, which is involved in a partnership with USF, so he lives in the dorms here and takes some classes here, too. He is from Carmel, CA. Pat, 19, is a business major. He is from Valley Forge, PA. Also, this guy named Todd who also goes to CCAC is going to get a scooter, too. I don't know where the fuck he is from. There is this guy named Tim Donlan in Modesto, CA, that was going to get a scooter, but he opened up a bar in his shed instead.

Are these standard off-the-shelf Toys'R'Us models, or are you doing some custom work?

Yes. Mine is a Maui & Sons straight off the shelf of Toys'R'Us. Pat has a Mighty Morphin' Power Rangers model. Ed has a Sidewinder that he got at a garage sale, and it's much sturdier. The other guys are ordering GT scooters from the factory in Tokyo, but those won't be here for a while.

Is there a variety of scooter models?

At one point in time, in the mid '80s, there was, but now those are hard to find.

What's the model you all drool over?

The GT that's coming in the mail. Personally, I'm happy with my Maui & Sons, because it only cost \$50, whereas the GTs cost well over \$100. I'm not made of money, you know.

Did you guys come from a skateboarding background?

Some of us did, especially the Modesto guys (Ryan, Ed, and John). I skated when I was in grade school and into junior high, along

15

summer 1996

(l-r) Mike, Pat, John, and Oliver meet Madonna.



with every other asshole in America, but I hung up my skateboard and never really went back. I did some skating recently, it was fun and all, but I'm no good.

When's that 7" [mentioned in the article] coming out?

Architeuthis changed their name to Dacia, because the other band members didn't think it sounded "hardcore" enough. They also had to kick out the other guitarist, who lives 3 hours away and is a bit of a prick. So they need a new guitarist, and can't record anything until then. It's heavy shit. Fucking hardcore (not punk, hardcore). Lots of shouting (the singer used to shout for Unbroken). That's what they're into. John is also in another band called Keystone; they play songs from beer commercials. They are incredible. Pat is also involved in a lot of side projects - too many to list here.

What music do you guys scoot to?

We each have our own preferences. Pat likes crazy hardcore, not like that Victory Records shit, more like Rorschach type stuff. John likes hardcore, but he listens to more heavy metal (i.e., Manowar) and '80s top 40 anything. Oliver is bit into pop punk, which most of the rest of the gang fucking hates. I like garage, hardcore, '80s, ska (both traditional and "ska core") and I really like crustcore bands like Anal Cunt. Ryan is into the same type of stuff that Pat likes, but he also likes more traditional hardcore like Snapcase, etc. Ed is nuts about ska, but only the traditional stuff like Desmond Dekker, Los Fabulous Cadillac, etc.

What's up with these GO-ped things?

When we see guys riding those things, we beat the shit out of them.

Are you willing to help others start their own local Scooter Gang chapters?

Yes. If they're down. All they have to do is buy scooters. And pay us a huge monthly fee.

Do you have rallies?

Sort of. Its more like the guys will come over and we'll go scooting

Any good crash stories?

Pat is a fucking maniac. One day he decided to take out the stairs in front of the gym, which is on the side of a hill which the local fuckers have nicknamed "Suicide Hill" because it's so steep. Pat got some momentum, and proceeded to bomb the stairs. He made it halfway down and ate shit. He lay in the bushes screaming for 5 minutes. We just stood there and laughed, because every time we go scooting, Pat falls down and starts screaming and then jumps up and scoots off like nothing ever happened. We were still laughing when Ryan drove him to the hospital. He was off his feet for a few months, and during that time, the gang sort of lost momentum, because Pat was really the heart and soul of the scooter gang. Plus, John got his scooter stolen by some thugs on Haight Street.

How can our readers contact you?

They can email me : Joycmioo@dons.ac.usfca.edu. Just say "IHTEZ"...

Scootering/Scooting Comparison Chart:

Vespa GS	GTs
Paul Weller	David Hasslehoff, Wesley Willis
The Skatalites	Each member has his favorite band, mine would be Thee Milkshakes
Soul music	Weekend at Bernie's II soundtrack
Flight jackets	Baywatch uniforms, Hawaiian shirts
Amphetamines and Newcastle	Most of the gang is straightedge, although I enjoy a pint of stout every once in a while and John is wild about tropical drinks (he's obsessed with all things tropical).
Brown Ale	
Crash bars & mirrors	Girls.
Brighton	Fuck, Harney Plaza. That place can eat shit.
Jimmy in "Quadrophenia"	Coolio in his new video.
Rockers	Frat boys and the baseball team
Get laughed at	Get laughed at
Maim those that laugh	Kill those that laugh, or pee in their Jeep (interesting story). One night, we were about to go scooting, and some drunk frat guys pulled up in a jeep. They saw us and shouted "Scooters!" in a mocking way; those shits couldn't think of a better insult than "Scooters!". Pat was furious, so when they left, he got a bottle, peed in it, and dumped the bottle in the Jeep. The moral of the story is don't fuck with the scoot gang.



Velocifero

Finally! A stylish new Italian scooter becomes available in the United States!

I first saw a sales brochure for the Velocifero scooter while visiting Cincinnati Vintage Scooter. It was an incredibly stylish scooter, and the brochure pictured it in eight colors, surrounded by models. Unfortunately the brochure was written in Italian. A good sign, but not too helpful information-wise.

The scooters are manufactured in Italy by Italjet. According to the *Illustrated MotorScooter Buyer's Guide*, Italjet is an Italian motorcycle manufacturer who has marketed several scooters since its formation in 1966—the Pack-A-Way folding scooter in the mid-seventies and the Shopping, Reporter, and Bazooka 50cc plastic scooters in the late eighties. They've been selling Velociferos in Europe for four years and the new scooters are apparently very popular there.

I talked to Susan Sacher at BMWNY, a BMW motorcycle dealer in New York City and the US importer of Velociferos, which will become available in America in mid-June. Unfortunately, it's only available with a 50cc engine (actually a teeny bit less) and it's got an automatic transmission. On the other hand, it IS a two-stroke,

it's made of metal, and it looks really, really cool. It also has a couple other advantages: automatic oil/fuel mix, and a low fuel indicator. It comes with a cover, touch-up paint, a polishing kit, and matching leather tool kit and manual case. There are many extras available, too: passenger seats, windscreens, racks, and cute old-fashioned helmets that fit in the storage compartment.

Is the Velocifero going to shake up the American market? It remains to be seen. It certainly has the looks, Vespa-like but more modern, with weird-but-handsome flourishes like twin head- and taillights and a front fender that looks like a gladiator helmet (maybe to win over the Trojan Skins?). It's got respectable specs for a 50cc scooter, too, with a top speed of 35mph and 5bhp @ 7000rpm. It weighs slightly more than a small frame Vespa. And don't forget that in many states, no special driver's license is required for an under-50cc scooter. BMWNY has promised to send a more detailed list of specifications once the scooters are available, so look for that in the next issue.

Price and availability are also up in the air. BMWNY is currently setting up a dealer/service network around the country, but with the large demand in Europe and Japan it's hard to say how many will make it over. Susan was unable to answer questions about quantities being imported and price. But Velos are going for ¥298,000 (US\$3000) in Japan and black-and-white custom models with snakeskin seats are



Patrick Cox's Wannabe

2SB Test Drive!

David J. Smith, a scooterist in Japan, offered to help me find more information about the Velociferos, which are already imported there. (David points out that Japan has probably the lightest import restrictions in the world and the US has the toughest.) He promised to send copies of some Japanese magazine articles about the new scooters, but... well, read his message...

Date: Mon, 22 Apr 1996 22:22:10 +0900

From: David J. Smith, revid@lib.bekkoame.or.jp

I let you down, Bryan. I couldn't get the article I said I could get. If I recall, it was mostly about the matching helmet that can fit under the seat and the matching key chain that one can order, along with the matching log book. Am I off the hook? I assumed not, so, I did better: I went out to drive one, dammit. I found a 'dealer' who had three colors. I took the Mimoza yellow one, the only used Velocifero on the lot and the ugliest colored. I am sad to say that the old owner, apparently, didn't care much for the color either, as it seemed that he tried to scratch it off by crashing it on the pavement. Still, the British Petroleum sticker was nice looking on the yellow background. Bryan, this is a cute scooter. It is bigger than I thought; bigger than a Vespa small frame, close to my Sprint even, but the butt isn't as big. Even though I pulled up on my Vespa, the dealer wasn't cool about test rides: I was limited to the sidewalk in front of the dealer. I made it up to 40kph (about 25 mph) on the 60kph (about 37 mph) '50s-type speedometer in quick time; It is indeed more responsive in the throttle than a Vespa 50PK or 50S, and the automatic transmission is smooth as a baby's butt. I rediscovered what brakes were and found this to be more fun than accelerating, and the Michelin tires felt great. It definitely has enough power to hold its own in urban traffic. I do complain that it does not handle as elegantly as one would hope; it almost has a Winnebago-type feel, but stable. It could be that I am not used to eight inch wheels, I now ride a '66 Sprint 150 (early version) and have a couple of 50s, I also had a 125 ET3 and a 150 Bajaj Chetak, so I am a 10" man, so to speak. I have ridden fenderlights and a 50R which looks like an S but had 9" wheels—It was really goofy!, but that's as far as my experience goes, the Velocifero wheels felt nothing like the fenderlight or 'swan neck' 150, which still felt very "Vespa-like." Though the suspension is, from what I could tell, roughly similar to that of the Vespa, it gives a much softer, springier ride. The Velo's are light, unlike Vespas...this gives the favorable power to weight ratio which helps it in speed and manageability. It does in many ways borrow from the Vespa; the kick stand, the bar-end turn signals and suspension are all clearly Piaggio. I do wonder about the Bates dual headlight/taillight scheme, as I do the Trojan-helmet front-fender. But having a low-gas indicator and the ease of not having to mix in oil are nice features to see on a scooter with this much style. It was great fun riding it, even on the 100 foot strip in front of the dealer. I do wonder about the dealer support; the guy I talked with knew very little about the scooter (or any in general; he is a Kawasaki/BMW dealer), and said he didn't want to service them. By the way, the Velocifero sells for 298,000 yen, about US\$3,000, the same as a new Vespa 50s in Japan. And that is it...MY impression of fifteen minutes with a yellow Velocifero and Mr. Kato.

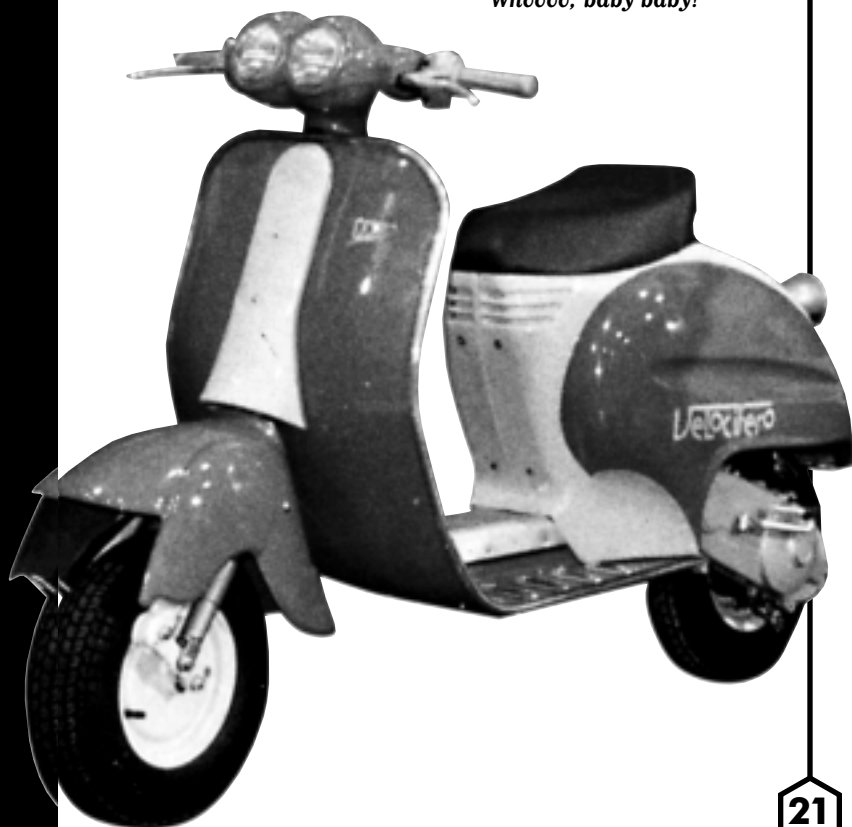
being sold in London for £2000 (US\$3000) by shoe designer Patrick Cox. (It's called the "Wannabe," kind of a goofy name considering everyone probably follows it with "...a Vespa.") Rumor has it the US price will be around US\$1500. Velocifero's marketing is certainly aimed at a more affluent crowd than your average scooterist ("You'll be taken for a rock star when you roll by in yours;" "Be ready to get all the attention outside your favorite coffee bar.") And most of the several sources I found referred to Oasis' fondness of the Velocifero, hardly a selling point in my estimation, but I'm no mod...

New Indian-made Lambretta GP200s cost about US\$2400, but they're sometimes hard to get (and sometimes require a few white lies to the DMV.) 50cc Yamaha and Honda scooters cost about the same, but they don't come close to the body design of the Velocifero. When Velociferos start turning up used, the price will likely be closer to a used 50cc Vespa or Lambretta.

In any case, most scooterists are excited about having a new model available, especially one with the design elegance of the Velocifero. "Would I ride one?" Dave Lewis asks himself aloud, then answers: "Yeah, sure!" An Italian scooterist points out that gearheads have modified the 50cc scooters to reach 100-120 kph (62-75 mph) for racing (*Achtung!* Riding a performance-modified scooter on public streets is illegal in the US). He concedes that the looks are good, but for the price, in Italy, a much faster scooter can be had. For the lot of scooterists that crave form over function, this is just the scooter for you.

To find a dealer near you, or for more information about becoming a Velocifero dealer, contact Susan Sacher at BMWNY, 508 New York Avenue, Huntington, NY 11743.

Whoooo, baby baby!



BUY! (New Products for Your Scooter)

by Mr. Mark: Hail fellow scooterists! I'm Mr. Mark, a long-time Seattle scooterist who administrates the Original Motor Scooter Web Page and conducts the Festering OktoberScoot Rally in Seattle, Washington. These days I continue to be pleasantly surprised by the amount of reproduction parts and accessories available for the Vespa and Lambretta. I recall eight years ago it was difficult to get a CEV taillight lens for a Lambretta Series 3. Today, this lens is re-made by several different companies. Let's examine some of the stimulating tidbits available for your scooter.

Today, we are lucky to have almost all of the **Lambretta badges** reproduced. The quality and prices vary wildly with different manu-

facturers, however. Some badges are very close to original quality, while others are evidently inferior. During a proper scooter restoration, the higher quality badge will be essential to complete the desired "original" look. Better scooter shops will carry the full range of badges for your

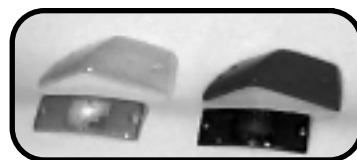
Lambretta. Shown in the above photo, the "Special" legshield badge and the "Innocenti" horncresting crest are available in two types. For example, the "Innocenti" crest shown on the left comes in the original blue and white. However, the lower quality crest shown on the right is more green than blue. Thus, the price difference. When you are buying reproduction parts, ask to examine the two pieces side-by-side. If you are buying mail-order, ask the scooter shop why one piece costs significantly less than the other. Usually, the difference between pieces is quite obvious, even described to you over the phone.

These charming **1:6 scale die-cast scooters** are a must for every scooterist's bookshelf. These excellent quality miniatures are metal and weigh about 5 pounds each! They feature a working kickstarter, movable stand, turning headset, and rubber wheels that rotate. The paint is excellent and the manufacturers did a great job, although it's interesting to note that on the box it says... "exact replica of a Vespa Scooter." While examining the Coca Cola scooter I noticed that the front fender is cut wrong, it has a PX150 speedo with a gas gauge, the Sportique never came with a bench seat, and other inconsistencies. So much for "exact." These Vespa scooters are available in a red Coca Cola 150cc model, a deluxe blue Sportique with footpegs and spare tire, and a red 150cc. Due to the recent sale on cable channel QVC, the red 150cc is becoming hard to find. Available soon will be a silver Rally 200 and a commemorative 50th anniversary Sportique model. I will be purchasing at least one for my collection. Starting at \$45.00, these are bound to sell out rather quickly.



One of the fun and easy things to do to spruce up your Vespa is to substitute the uninteresting stock turn signal lenses for an different color.

From Europe come new **colored turn signal lenses**. As shown here, all of the lenses are available in clear, red, smoke or the standard orange. The smoke-colored lens looks particularly sharp on a black or grey scooter. The cost for these dress-up items is about \$35.00 for a set of four.



With the demise of Vespa USA and Scooter Engineering, Big People Scooters in Seattle has become the official distributor for **Vespa Color-Rite paints**.

Available in spray cans, touch up pens and pints or quarts, the original colors are now available to return your scooter to show-room brilliance. From original Allstate red to PX graphite gray, the entire spectrum of colors is available. Most scooter shops should carry a selection of original Vespa colors.

Giuliani has re-issued its range of **Vespa and Lambretta seats and seat covers**. Because Giuliani is the original manufacturer, the quality of the seat is fantastic. These covers come with the original logo on the back of the seat and the correct folding hold-on tabs to lock the seat it in place.

Unlike earlier reproductions, the seat covers are more than just a cover. These are the original vinyl and rubber one-piece covers and are worth every penny.



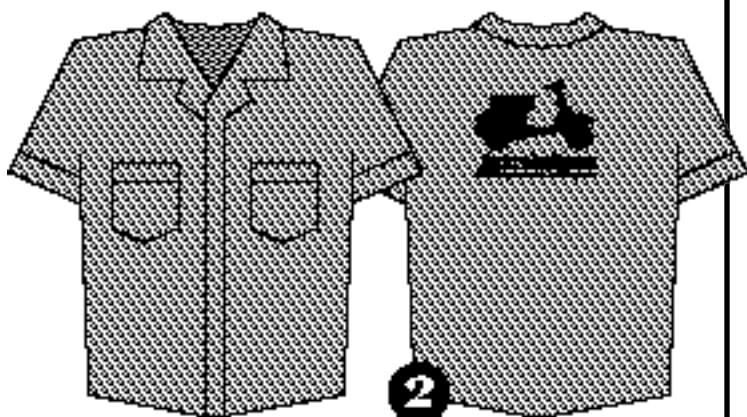
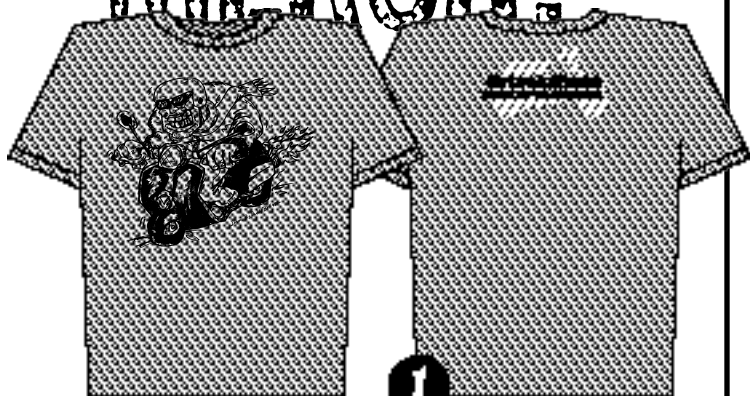
Tired of the old Guinness and Beamish bar-towels to sew on to your coat or mop up your slop? Brand new from Europe are the **Lambretta and Vespa bar towels**. For only \$18.95 you can be the only one in your town with a scooter bar towel.

Many thanks to Victor at Big People Scooters for letting me take over his office and shoot photos of his precious wares.

Next issue we will feature some hot new Vespa performance items, new dress-up items, including original Lambretta floorstrips, and more... Stay tuned.

E-mail Mr. Mark at shortwav@u.washington.edu. or <http://weber.u.washington.edu/~shortwav/>. Contact Big People Scooters at (206) 583-0160 or fax (206) 763-9640.

MERSH!



1. Scooter Monster T-shirt. Dark green or natural with dark blue Jason Bell illustration on front, 2-color 2SB logo on back. M, L, or XL. \$16ppd. **2. 2SB Workshirt.** Colors vary. S, M, L, XL \$18ppd. **3. 2SB patch.** The same patch included with this issue. Order more for friends! 5"x7" screenprinted. Colors vary. \$1 ppd. **4. Issue #1.** Features Lord High Fixers, Cub, Kinder Nacht creator Martin Wales, rally reviews, more. Very limited quantities! \$3 ppd. **5. Issue #2.** You're holding it, kiddo, but you need more. (Includes patch #3) \$3 ppd. **6. Subscription.** Four issues delivered to your door as soon as they're done at cover price without postage charges! What could be better? \$8 ppd.

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