

The Scooter & 'Zine



The Sample Issue

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Thank you, I think that I can safely guarantee that you won’t be let down by the content you’ll find here.

I have taken various articles found in various issues of the ‘zine to give you a good example of our content. There are some things that you’ll find in most issues. Featured riders, local shops, interviews with scooter club leaders and descriptions of great riding roads from a scooterist’s perspective are all things that you’re going to find. Also, I enjoy finding people who have done epic rides or noteworthy things with or while riding their scooters. These become our feature stories.

Right now, you won’t find advertising in the ‘zine. This means that 100% of what you’ll find is quality content. I may get advertisers at some point, but there isn’t any as of this writing (August 2020.)

Sample Issue Table of Contents

- Pg 1 – Original Scooter Art by Doug Mansfield
- Pg 3 – The Way I See It – Are You Riding in the Danger Zone?
- Pg 6 – Club Corner – 7 Bridges Scooter Club
- Pg 8 – Featured Rider – Mitch Bergsma
- Pg 10 – P.E.A.C.E. Ride Recap by Alix Bryan
- Pg 16 – Bein’ a Third Wheel Ain’t So Bad by Sean Lynch
- Pg 19 – Meet Your Local Scooter Shop – Scooterville
- Pg 21 – The Twisted Sisters of Texas by Matt Sanders

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The Way I See It

Are You Riding in the Danger Zone? by Howard Rains

Cue the opening sequence from the movie “Top Gun.” You’ve seen it, right? F-14 Tomcats being launched from an aircraft carrier to Kenny Loggins and his song “Danger Zone.” It’s classic. (If you haven’t seen it, YouTube search for Top Gun – Danger Zone and pick the “music video.” You’re welcome.) A good fighter pilot must, at times, deliberately “fly into the danger zone” as part of his/her mission. The way I see it, the best riders will identify potential “danger zones” and adjust their riding to avoid or mitigate the risk associated with those zones. In this column, I will identify a few common danger zones and what you can do to decrease your risk.

First, to identify potential hazards, you need to be looking as far ahead of you as possible, a quarter to half a mile when possible. Many cagers will only look as far as the car ahead of them. If you see brake lights or an obstacle in the distance, you need to be preparing for evasive action.

If you are approaching an intersection or, maybe, an event, where a lot of people are trying to make a turn, traffic in that one lane can get quite backed up and the other lane may be moving smoothly. Drivers not wanting to turn may have gotten stuck there, because they weren’t paying attention and will suddenly swerve into the open lane to get moving again. Good riders not only know how to make evasive maneuvers, but, more importantly, know the roads they are traveling and where potential danger zones are. They can then change lanes or lane position to decrease risk.



You can see the cars backed up to make a left turn. Drivers coming up in the left lane may want to go straight and they will merge to their right.

One common moving obstacle is a bus or slow moving truck. Since few cars look very far ahead, they “suddenly” find themselves behind a city bus stopping stopping to pick up some people.



Note the city bus ahead, in the right lane. There are no cars behind it now, but there soon will be, and I'm in the Danger Zone.

“Where did he come from, Margaret?!”

They will then try to change lanes, with or without signaling, and get around it. Where is the danger zone in this scenario? I would say it's the lane next to the one everyone is trying to escape from.

Assuming you're on a road with 3+ lanes, position yourself 2 lanes away from the bus. If there are only 2 lanes, slow down and position yourself in your lane as far away from the slowed lane as possible and watch every car for sudden lane changes.

Do you have any of these new “super” convenience stores near you? Some of ours have 20+ fuel pumps, pastries, gourmet coffee, massive soft drink fountains and they even have kitchens serving pizza, fresh sandwiches etc, etc. I love them. But why mention them here? They can definitely be a danger zone. Some have 2 or 3 entrances/exits with lots of



The same bus is just ahead. That smaller white pickup just swerved into my lane in the middle of the intersection because the bus was stopping.

people hurriedly going in and out for fuel, food and caffeine. Traffic may back up to get in. As people are leaving, they are trying to merge with traffic while juggling their espresso, eating a donut and texting about it. Prepare yourself accordingly.



Behold, the modern, convenience, mega-store. 20 fuel pumps, tons of etc and lots of potential traffic

The last danger zone I want to mention is small, but common. Let's talk left hand turn lanes, but not the ones on divided roads where there is a concrete curb. The ones where the only thing that separates you from being squished is 4 inches of paint and a bit of faith. When you approach a red light and need to turn left, where do you position yourself in that lane. If you prefer to wait in that front left corner, I would say that you're parked in a danger zone. If a car, or worse a truck, is turning left in front of you they may try to cut that corner and hit you in the process. A truck & trailer may misjudge and miss you with their truck but clip you with the trailer. Consider moving to right half of the lane and/or wait a ways behind the crosswalk until your light turns green.



Which part of the turn lane do you wait in? That front left corner could be a Danger Zone.

These are just a few of the danger zones that I experience every time I ride. There are many others, but if you keep Kenny Loggins in

your head and don't go "ballistic," you will be better able identify others. When you do, let me and your fellow riders know via one of our social media outlets, or send me an email. Remember Ghost rider, the pattern is full.

Digital Issue Bonus Photo:



There's a slow truck ahead in the left lane. You never know when a vehicle following will bolt.



Club Corner

This issue, I got with Russ Dixon from the 7 Bridges S.C. They recently had their 1000th official club ride! What a huge milestone. That shows real dedication. Let's learn more about them:

What is your club's name? 7 Bridges Scooter Club; Jacksonville, FL. Also known as 7BSC.

When, how, why was it founded? The club was loosely founded in 2004 as the weekly gathering of some vintage scooter folks in the back of a mechanic's shop. It wasn't until a two or three years later that it adopted some structure and the name it bears today.

How many members do you have? Currently, 7BSC has about 70 members. While most are located in the Jacksonville area, we have members as far away as Pennsylvania to the north and Orlando to the south. To be a member, you must participate in at least one ride or event in a year. There are no dues, officers or formal rules.

Describe a typical member.

The majority of our members are between 55 and 70 years old. Our oldest member retired from riding at the end of last year. He was 86. Many are retired, which gives them the time to ride scooters -- a lot. About a third of our members come out for most of our rides, another third ride some of the time, and a final third show up every now and then.



Are the majority of bikes in your club *Vintage *Standard modern or *Maxi? 7BSC has a wide variety of scooter types, but most are in the standard modern category. We started out as 100% vintage, but only a few members today have anything other than twist & go scoots. Plenty of variety with 200cc, 250cc, 400cc, 650cc and sizes in between.

What types of club events does the club do? We have 10 posted rides every month. Winter and summer. Standing Tuesday night dinner ride (\approx 50 miles), standing 1st & 3rd Thursday morning scooter ride (\approx 100 miles), and standing Sunday morning scooter rides (occasionally Saturday instead). The Sunday rides have been known to be as much as 300 miles, but 150 miles is more typical. Every March, we do our version of a rally, the 7BSC Annual Bridges Ride Weekend, where we have various excursions on Saturday and a ride of all the main bridges in Jacksonville on Sunday (that's where the club name comes from). This year, we had 65 participants, with one person coming all the way from Seattle. We also do multi-day group tours. These trips have lasted as long as a week and covered as much as 2,000 miles. In 2019 alone, we did a ride to the mountains of GA/NC, a trip to Amerivespa in Lake Geneva and a trip to Apalachicola, FL from Jacksonville in October. We also do an annual picnic, the 7BSC Scoot-A-Que. Sometimes a member hosts it his/her house, other times a park.

What is one thing you want people to know about your club? When it comes to scooters, we talk the talk AND walk the walk. We ride, we don't BS about rides. The 120 club rides a year easily cover 12,000 miles. In the last five years, we've done nearly 600 rides, traveled more than 55,000 miles and frequented more than 650 eateries.

Do you have a patch or logo? Yes, we do:

Do you have a website or place where the reader can learn more? Yes.

www.7bsc.com. However, most of our traffic comes through our Facebook group.



Featured Rider

*Mitch (Call me Mic) Bergsma
from Issue #5*

Editor's Note: *Mic's first vehicle was a scooter and they have been a part of his life ever since. You might recognize him from his YouTube channel, Mitch's Scooter Stuff, which has over 23,000 subscribers. He started the channel in 2013 and has posted over 250 videos about maintenance and repair of different kinds of scooters. I have been watching them for a few years. Mitch learned his scooter repair skills from his father.*

Mic started his YouTube "career in 2009 with his channel "MicBergsma" where he has almost a half million subscribers and over 2,200 videos. He describes that channel as "a fun mix of How to videos, DIY, Tutorials, Product Reviews, Travels, Vlogs, Adventures, my VW Bus and more." He is quite the Renaissance Man. Look him up on YouTube. You'll be glad you did.



Mitch and a Few of His Scooters

Your name: Mitch Bergsma, currently living in Maui, Hawaii

Do you ride with a club? If so, which one? No

When did you get your first scooter? August 1999

What was it? It was a 1986 Honda Spree 50

Why scooters? I love how it feels when I'm riding, automatic- twist and go!
The storage. The comfort. They are fun and I feel free.

How many two-wheelers have you owned? 28

Do you have a favorite? Vespa GTS 250 / 300

Craziest thing you've done on a scooter? I couldn't decide on just one....

There was the time I was lane splitting all over in NYC or riding my old aero125 in snow. I once rode in a heavy storm on the freeway in Pennsylvania for two hours straight with all the cars pulled over to the side of the road. Then there was riding 18 hours straight on the freeway from Florida to



Mitch Getting Crazy on a Vino

Texas. On another occasion, I ran out of gas near the Arizona and Colorado border. I slept on side of the freeway all night and got help next morning. (Editor's note: Wow, Mic, you do get around on those scooters!)

Favorite scooter related memory: - riding a rental Vespa 150 around the whole island of Maui while we were there to get married and have our honeymoon.

What is your favorite road to ride? Bee Creek Road in West Austin

What is one "bucket list" ride you hope to do in the next 5 years? To ride over states / camping on a rental Burgman along with my buddy Mario on his Burgman

A genie grants you any one scooter, what bike do you choose and why? Piaggio Zip or Gilera Runner - they are awesome for racing and I love their look.



P.E.A.C.E. Scooter Recap

by Alix Bryan from Issue #9

***Editor's Note:** In 2007 and '08, a young lady named Alix Bryan decided to go on an adventure and ride a giant Peace sign across the US. I was active on the forum ModernBuddy and followed her travels and was thrilled when she came through Tucson. I was unable to meet her, but it was still exciting. I had all but forgotten the event until a few weeks ago. I reached out to her about writing something and, surprise! she agreed.*

This article summarizes her experience and tells you what she's doing today. I really enjoyed meeting her at last. She told me how much fun she had on the ride. Alix also extends infinite thanks to every scooterist who showed up and taught her about the scooter community, and apologizes that there just isn't enough space to give you all individual shoutouts!



P.E.A.C.E. SCOOTER ROUTE



Thirteen years ago, I wrangled gear onto a small motor scooter, started up the engine and vroomed off to create the largest peace sign in history.

My scooter, named Audre in honor of activist Audre Lorde, is a 125 cubic centimeter engine Genuine Buddy capable of steady travel around 55 mph – though I hit top speed at 72 mph.

Thirty miles was the longest distance I had traveled prior to this journey, and I was only bitten by the two-wheel travel bug two months earlier when I bought a 50 cc Honda Metropolitan. The route ahead would stretch coast to coast and north to south, through the backroads and byways of 32 US states.



The journey began July 15, with the official kick-off from Washington D.C. Twelve weeks later the first part of the ride ended in Crawford, Texas.

It took 189 days and approximately \$1,000 in gasoline, but at the end my route traced a 22,000 mile peace sign onto the map. I was inspired by a quote I saw at the traveling art exhibit “Come Together” of Beatle John Lennon: “If a billion people were thinking about peace, there would be peace in the world.” I set out to ask people how they define peace, feeling that it must be more than merely the opposite of “war.”

First, I traveled over 11,000 miles of the vertical “anchor” and two “branches” of the peace sign. Mostly two-lane roads with roasting summer asphalt led me from the White House in Washington, D.C. to New Orleans, over to Salina, Kansas, up to North Dakota, through Montana over to Seattle, down the West Coast, north east through the Southwest, back to Salina, and then down to Crawford, Texas, where President George W. Bush had his home.

After a winter break, I traced the country’s perimeter, traveling again through bayous and the Bible Belt in the south before opening the throttle west; battling dust devils, high winds and temperatures up to 106 degrees as the route paralleled the Mexico border. I rode 1,000 miles in four days through much of that dry, isolated stretch. The route had some backtracking along the west coast and northern border, then new terrain as I continued east through Minnesota, Wisconsin, Illinois, Indiana, Ohio, Pennsylvania, and ended back at the White House on August 8, 2008. Coincidentally, my peace sign was finished on what was reportedly the 50th anniversary of the symbol’s creation. (Though the internet isn’t always reliable, the largest human peace sign was formed in 2017 by approximately 15,000 people at the Glastonbury Festival in England; Guinness World Records wasn’t there to make it official.)

I still receive queries from people asking how to pack for long scooter trips. I used Rev-Pack saddlebags, which were very roomy and waterproof but tedious to finagle as often as I took them off; a Shad case (that leaked a little in heavy rain) with foam inside for electronics; a tiny cooking stove and single-serve French press; and a compression sack on the front rack with a sleeping bag, pup tent and ground cover cut from painter’s plastic. A full Tourmaster rain suit was kept under the seat for quick access. Eventually I switched to Prima saddlebags, roomy but not as waterproof as I needed. The climate changed in the West, so I shipped and swapped some clothes as needed. I wore a Corazzo jacket, reinforced riding pants and an obnoxious orange vest for increased visibility.

I camped, stayed in hostels, cheap motels and in stranger’s homes through Couchsurfing.com and the scooterist network.



Audre handled the Rockies like a champ. Photo from August 2007.

People always ask: “What was your favorite place?”

Cities are cities, and they’re a lot of fun. Many of my favorite highlights come from the moments en route to a destination. The distinct geography dividing the country: the rolling, green hills winding through Wisconsin and Minnesota, where it is common to spot a lawn Viking; the muggy horizons through the Great Plains where only the wheat waves; the thick fragrance of honeysuckle at night in the South; the sheer ruggedness of Montana; sunshiny days snaking along the Pacific Ocean on Route 101/Route 1; or the arid, clay landscapes of the Southwest – endless sky punctuated with dusty buttes or looming cacti. Huge landscapes made me understand just how tiny people really are.

Rolling into urban hubs like Seattle, Los Angeles, San Francisco, Austin, Tucson, Minneapolis, Chicago or New Orleans was always welcoming. Between those hubs, the miles stretch out. There are town names I can’t recall, places where you are an outsider from the moment you arrive. But when people see you on a little scooter in their Heartland towns, they are curious and mostly accepting. Even with different views – I asked them to define peace as many of their younger residents were off fighting in the war – but they talked and listened because I had come so far. They appreciated the sheer guts it takes to be that far from home, alone on 10-inch wheels.

The byways, routes, lanes, and country roads of America reflect a region’s culture, offering stories to the traveler that cannot be found on the interstates. Off the interstate’s spine clings all the familiar stuff, the big box stores and fast food joints. On the other roads there are roadside attractions, communities, and people who wave from their front porch.



In 2008, people started signing the scooter. Photo from Tucson, Arizona.

The scenery in between destinations painted my travels, but the people and the moments sculpted my experiences: Like eating sweet, frozen custard with Dave’s family on a summer evening after exploring Milwaukee. Riding in packs with cool scooter clubs all across the country. A different host each place, but always a meal, coffee, a tour and conversation. Joining community volunteers in food

kitchens and packing disaster relief supplies. I was offered a husband and a job as a ranch hand in weather-beaten Circle, Montana, population 615, where,

after Audre broke down, I waited two long days for FedEx to deliver parts. In Kansas, I met “Farmer John,” who helped me when I ran out of gas.

“This is how I'd want my daughter treated,” he told me. All over the country, I saw the best in people. I'm fortunate that many are still in my life in some way.

There were moments I definitely wondered what the hell I was doing. There were near misses, scooter breakdowns, ruined engines, and lots of navigation issues. At the time, I didn't have a smartphone or a good GPS. I carried actual paper maps, wrote down directions ahead of the day's ride and did a lot of turning around and rerouting. I called friends on occasion when I was lost, to help guide me out of some remote spots. As a woman traveling alone, I wore neutral colors to avoid unnecessary extra attention. Those are things that a female solo traveler has to consider, unfortunately. I certainly slept in more than one stranger's house with a chair against the door handle – just in case.

P.E.A.C.E. Scooter certainly isn't in my rear view. Quite often, travel books center around a person's pilgrimage to set the soul right. I wasn't trying to escape anything when I left my home in Charlottesville, VA on July 15, 2007. I didn't think I needed anything, either, I just had a goal to elevate conversations around peace. But an adventure like that shapes you, or you're doing it wrong.

Many of the core principles behind my trip have now become mainstream: deliberate community building, supporting independent retailers and local food suppliers, environmental awareness, and a focus on diversity, equity and oppressive systems. These ideas were built into the name of the ride: **A Patriot's Exhibition Advancing Community and Environmentalism**. I used “patriot” – defined as a “person who vigorously supports their country and is prepared to defend it against enemies or detractors,” -- because I know we can be our worst enemy. I spoke often about the idea of “pointing two fingers, not one,” or using peaceful methods to propel change instead of just pointing at what you don't like.

Now we see young activists flooding the streets with raised fists and marching for change. The chants “No Justice, No Peace,” sound through the nation as people demand accountability for recorded accounts of police brutality repeatedly unleashed on people of color. As I write this, communities everywhere have gathered for weeks to define what they need and make it clear that now is the time to meet those needs – to know justice, to know peace.



2008 P.E.A.C.E. Scooter Tour

Dear Mom—I decided to quit my job for the summer and work for Peace by creating a 20,000 mile Peace sign on the map. Meeting lots of kind people and getting 90mpg. I'm working though, Ma—writing, mowing lawns, volunteering, fundraising. Peace isn't easy. But I believe we, the people have it in our hearts...send this postcard to a friend. Talk soon. If you want to know where I am, check out the website. —Love, Alix



Working for peace didn't end when I unpacked the saddlebags in 2008, though my work is different now. Putting myself in uncomfortable situations and having difficult conversations with total strangers led me to a career in journalism. Across America, I discovered there are so many stories to tell. Now I work as a college professor, helping young journalists to tell these important stories. Audre, who was stolen once but returned within 12 hours, needs her carburetor cleaned but I still love zooming around on my scoot.

Hundreds of people helped me “put” peace on the US map.

Thank you to the scooter community that journeyed beyond their city limits to greet me out on the road, and to everyone who showed me their neighborhoods, read my posts, and provided food, beer, housing and great company. I had no idea the expanse and camaraderie of the scootist network. And thank you to Genuine Scooter Company and Moto Richmond for all of the assistance, as well as to every mechanic who put in wrench time.

Many showed me that peace simply can be rooting for and welcoming a stranger, and being willing to find common ground.

You can read more about Alix's trip on peacescooter.com, where she also encourages you to leave your definition of peace. You can follow her on Twitter for questions or comments about scooter travel, @alixbryan.

More P.E.A.C.E. Photos



Being a Third Wheel Ain't So Bad

A History of Tilting 3-wheeled Scooters – by Sean Lynch

The Yamaha Niken debuted to the motorcycling world in 2018. This tilting three-wheeled sport-tourer has a polarizing effect, where riders who haven't tried it don't understand it and those who have gush with praise about its handling and sure-footedness. This scenario should look very familiar to both riders and owners of the Piaggio MP3 series of scooters, which made a similar splash when their machine first came into the market in 2006.

Piaggio's clever "parallelogram" suspension, which harnesses Vespa scooter forks in tandem to provide additional contact patch and braking force to the front end over a traditional machine, may have been controversial in design but has certainly opened a door to motorcycling for potential riders who weren't quite comfortable on only two wheels.

The Italian engineers deserve full marks for bringing this design into today's motorcycling scene and inspiring imitators in the Yamaha TriCity and Peugeot Metropolis, they are not the progenitors of the tilting three-wheeler. Here's the story behind the idea.

The concept of a tilting trike sprang forth from the mind of a British engineer named George L. Wallace, who patented the design in 1967. A summary of the design described a machine that bent in the middle, allowing the front wheel to lean and turn like a motorcycle, while the two rear wheels remained firmly perpendicular with the road surface. Tilting was facilitated by a set of torsion bars hidden inside the frame, which would twist when the machine leaned and help it return to an even keel once the turn had completed.

Wallace's design came to the attention of England's storied BSA motorcycle company, at the time facing a decline in sales and looking for ways to expand their target market.

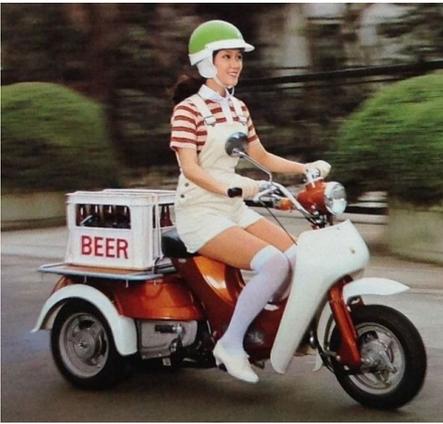
In partnership with Wallace, BSA developed his concept into a curious little production machine and titled it with the name of another famed British marque. The Ariel 3 debuted in July 1970, featuring three identical 12" stamped steel wheels, a single-sided front fork and bodywork-enclosed motor fitted to the rear axle.



BSA's Ariel 3

BSA initially envisioned the Ariel 3 as a motorcycle for everyone and commissioned a team of women to tour the country to present the machine, yet management made several missteps in their retail sales and marketing campaigns that stunted the sales of the new machine. The advertising slogan, "*Here it is, whatever it is.*", suitably characterized BSA's lack of understanding in connecting to new customers. Despite offers of free lifetime service for new customer referrals and celebrity product endorsements, sales remained flat and BSA filed for bankruptcy in 1972.

Wallace's tilting trike would have remained a curious footnote in the annals of motorcycle history, except for the interest of manufacturers to the Far East. The first to show interest was Daihatsu, who licensed the tilting mechanism and design development of a Triumph Tina from its inventor; briefly produced their own tilting scooter in 1974 called the Hallo. The Hallo sold with either a 50cc two-stroke engine or an electric motor; their power transferred to one of the rear wheels via a CVT transmission.



Say "Hi" to the Daihatsu Hallo

into the GYRO series of scooters, adding a tilt-lock/parking-brake plus their own geared and V-Matic automatic transmissions. Ultimately, there were seven different variants of the GYRO family and two of them were still in production as late as 2017. The most successful variants sold as cargo scooters, echoing Wallis's original proposed application for the design.

A common element of these early tilting three-wheelers is the layout, with a single wheel up front and two fixed camber wheels in the rear. A known risk to this design is stability in corners. Honda's All-Terrain Cycle (ATC) of the late 1970s and 1980s did not incorporate a tilting mechanism in the design but shared the same layout. High numbers of personal injuries led to the US Justice Department to ban the sale of 3-wheeled ATCs and generated poor public opinion on the layout. The older tilting three-wheelers were more stable than the ATC was, but their designs called for low-power engines with restrictions that prevented travel at higher speeds.



The funky Honda GYRO

Piaggio's decision to move the two wheels and the tilting mechanism to the front of the machine allowed for continued evolution of the tilting three-wheeler. The parallelogram mechanism does require greater maintenance than a regular two-wheeler and adds more weight to the machine. In trade, the design offers increased stability in corners, especially when road conditions are less

than ideal. The confidence the MP3 series inspires has opened the door to riders in many countries who would have otherwise balked at the process of getting a motorcycle endorsement; sales volumes and presence of imitators lend validity to the design. It has been a long road for the vision of a tilting three-wheeler that anyone can ride, but thanks to investment and innovation over the years, Wallace's dream still lives and the future looks brighter than ever.



Meet Your Local Scooter Shop

from Issue #4

Your name: Bob Hedstrom

The name, location and website of your shop: Scooterville Minnesota, 904 19th Ave S, Minneapolis, MN 55404 and our website is scootervillemn.com.

What prompted the decision to sell scooters? Love. It seemed like the time was right.

What kinds of scooters do you sell and how long have been selling them? We are a dealer for Piaggio/Vespa, Genuine, Kymco, SYM, and Royal Alloy We also sell the GenZe Electric Scooters. We've been selling scooters since May 25, 2002.

What was the hot seller last year? The Genuine Roughhouse 50 in matte black was very popular. We always do well with the Buddy.



What looks like it's going to be the hot seller this year?

The RoughHouse and Buddy from Genuine will be strong again, but the Royal Alloy is getting the most attention (We've only had them for a week). Unfortunately, supply is very limited. **(Editor's note:** Bob reports that if they hadn't

ordered more Royal Alloys, they would already be sold out of their initial shipment.)

What is one thing you wish the average person knew about scooters?

(1) They are serious, viable transportation. (2) The pavement is not any softer for someone riding a scooter.

Do you have a favorite scooter? My favorite vintage bike is the 1966 Vespa SS180. My favorite modern is the Vespa GTS 300.

Do you have a favorite scooter sale story? There are just too many. I do occasionally say something to new scooter owners like: "This is going to change your life!" They frequently come back a week or so later and ask "How did you know?"

Editor's Note: The first time I "met" Bob Hedstrom was through his YouTube channel. I had purchased a Genuine Stella scooter and had no idea how to take care of it. I found his four part series called "Basic Maintenance of the Stella Scooter" and it really helped me. Each time I went to do something to the bike, I would go back and review those videos. Thank you, Bob, for helping me through those first few gear oil changes.



This is Scooterville's 18th year selling scooters to the good people of Minneapolis. Prior to opening Scooterville, Bob worked in the prop and set part of the advertising and film industry. 2002 came along and he was looking to make a career change. He was already an active scooterist and opening a scooter-centric shop seemed like a good idea, so Scooterville was born.

Amerivespa 2021 will be held in the Twin Cities and Scooterville is sure to play an active role in the rally. They are hoping to host a party the Friday night of the event and will be involved where needed in other events. Bob Hedstrom is a local guy, contributing to the local scooter scene. If you are anywhere in the Twin Cities area, get to know the good folks at Scooterville.

A Road to Remember

The Twisted Sisters of the Texas Hill Country by Matt Sanders

Editor - Some people think that all roads in Texas are flat and straight. There is a lot of that, but Texas “Hill Country” has many twisty roads that us



riders love. Hill Country is a circular area bordered on the east side by Interstate 35 between San Antonio and Austin, stretching about 150 miles west. In the middle of this area are three connected rural roads, Routes 335, 336 and 337, collectively known as The Twisted Sisters.

Yes, there are hills in Texas

There are more than 200 curves in the 100 scenic, hilly and dangerous miles of road. Matt Sanders lives in the region and took a ride out there just so he could tell us about it. Here are his thoughts:

About 60 miles West of San Antonio you will find the sleepy little Texas town of Medina. Medina is where I will start this trip. There are many ways to reach the Three Sisters each route in will offer its own exciting experience. I ride a Burgman 650 scooter, “Burg” for short. Burg is a thirsty scooter and fuel is ALWAYS a concern, so I topped off the tank in Medina before setting out on the first leg of the Three Sisters. I will suggest that you spend 5 minutes and ride through the town, as it’s a nice place to take a break.

Leaving Medina and heading west on Ranch Road 337, my adrenaline is already starting to build. Much like the first big climb on a roller coaster before the plunge! Even if you have not made this ride, you should have read about it and know somewhat of what you are getting in to. As I ride along at a moderate speed, open my modular helmet. I’m not sure if I have had a fresher breath of air. The smell of the evergreens was a welcome change to the smell of my helmet after 2 days of hard riding. About 37 miles from Medina, you will come to Leahey, TX (pop 439.)

by. About 36 miles of twists, turns and swoops later is where 336 meets 41. Highway 41 is 14 miles of straight and fast so I won't bore you with it.

Turn south on Ranch Road 335 for about 33 miles. This portion of the ride is my favorite. It's the most scenic in my opinion. There are several steep downhill winding stretches. The views are absolutely breath taking. On this particular trip, the rain started around ten miles into 335. This adds the need for smooth handling and extra caution. These roads don't see a lot of rain, and become oil slicked with any moisture at all.



The last leg of the ride is Ranch Road 337 back to Leakey. Ranch Road 337 is only about 20 miles but continues to deliver the same high adrenaline twist and turns as we have been enjoying. But it will fool you. You will think you have a long straight run, and **boom!** There's another corner or ten.

All in all, Burg and I had a blast on the Sisters. It's one of the top rides in Texas. If you come here, also plan to visit Fredericksburg and Luckenbach. Both are nearby and offer their own riding experiences. To see more of my rides, visit my Facebook, Instagram, and YouTube channel. Anywhere you search for "Adventures of Burg" you will find us.