

TransZoomer Custom scooter



Slovenia may not be the first place you'd expect to find a custom-built scooter, but that's exactly where this pimped Zoomer is from.

The credit for the build goes to Slovenian scooter enthusiast, **Nikolas Jost of Luluscooter Store**, based in Maribor, Slovenia – although it's not actually his scooter. This Zoomer was purchased in 2008 for 3500 euros by the owner, who then asked Nikolas to perform some almost impossible modifications.

The work that Nikolas has done on the bike took around six months to complete. Many alterations were made during this period of time – the handlebars were changed to an ally downhill handlebar, switches were modified, the old tachometer removed (it was substituted with new stainless steel one), the front fork was replaced, a disc brake was then added and ally cast rims fitted. The middle cast ally frame was also removed and replaced by a tube frame and a laser cut-out ally plate.

The s/s handmade fuel tank (with integrated original fuel pump and fuel level indicator) was relocated in front of the seat. The seat support was lowered and a custom-made (Harley-Davidson) Buffalo two-spring mono seat was fitted. The frame rear was bent up to follow the scooter's rear lines, then the rear lights and indicators were replaced by a fully functional LED stripe while the front indicator was replaced by single LED version.

The engine position has been moved by 18cm to improve looks and gain space for the fully open (no chambers, just double tube) centrally fitted handmade exhaust (with s/s expansion chamber) screwed onto the engine via a flexible manifold. It actually works says Nikolas.

There are other modifications: Not immediately obvious are the Polini variator and ignition module, while a closer look at the bike reveals subtle finishing touches – like the leather bands used for fixing the cables, fuel tank and cover into position.

So what has the project cost the owner? An estimated 9000-11000 euros according to Nikolas. Was it worthwhile? Well, we'll let you decide.

THESCOOTER BUILDER:

NAME: Nikolas Jost
CLUB: Vespa Club Slovenia
SCOOTERS OWNED: Three Vespas (PX, VB1, VBA1)
OTHER HOBBIES: Besides scooters, being a parent, running a business and Vespa club? Whatever I can still find time for

PROJECT OVERVIEW:

HARDEST PART: The frame and exhaust fitting
Anything left to add: A fat tyre (but with a different engine onboard)
Would you do anything different: Pump up the engine with injection map or even build-in the 150cc GY6. Make fuel tank splash free
Thanks: Renato and Mori



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