

KILL BILL

Like many of you I am a huge fan of Tarantino's movies. They are cool, different, sometimes have an unexpected twist and feature great music.

Kill Bill is no exception to that, although admittedly I prefer the second part to the first. So, when I came across

this superb custom Vespa from Austria

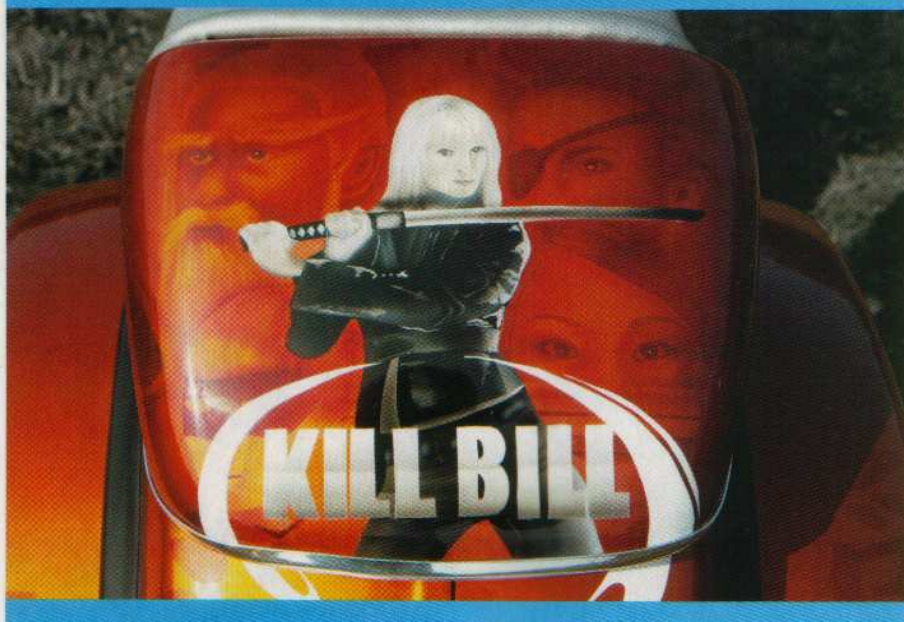
I knew instantly that it was worth a

feature. Not only because of

my attachment to the

movies of course...





Apart from the attention to detail and the superb quality of the paintjob there is another unique detail about this little scooter. Everything except the three Hatori Hanso swords was done by the owner himself. Yes, that includes the paintjob too. And no, Stephan's profession is not that of a painter or air brusher – but first things first.

After getting hooked on scooters in the late 80s, Stephan got his first Vespa. A PK50SS which, after it was first Modded up and later cut down, served him as a companion for various trips and rallies including a 750-mile ride to Hungary where he and a mate had an encounter that most of us would have classified as unpleasant, at least back then. After arriving late at the campsite and pitching their tents in the dark the two scooterists awoke in the middle of a big group of Harley riders. Fortunately they only got strange looks from the rockers.

One day Stephan went to the cinema to see Tarantino's latest cinematic piece: Kill Bill. "The movie hadn't even finished and I knew that I had to make something out of it," he explained. So without losing time he went on to buy a Vespa PX that was then taken apart to be customised in the desired style. The outcome is truly fantastic as you can see.

Although the scooter's body still looks fairly standard, there are some modifications. The side panels are cleaned for a smoother look that works well with the rest of the bike. Also the stainless steel applications fit in perfectly with the overall picture. The colour is an orange pearl from Rolls-Royce that looks arguably better than the obligatory yellow as the movie would blatantly suggest as a colour base.

As the committed reader will know, usually at this point of the article I include a detailed description of the engine and tuning. But don't worry. This time you are safe as no lengthy and probably boring list of facts and figures will follow. This is because – and again this is very

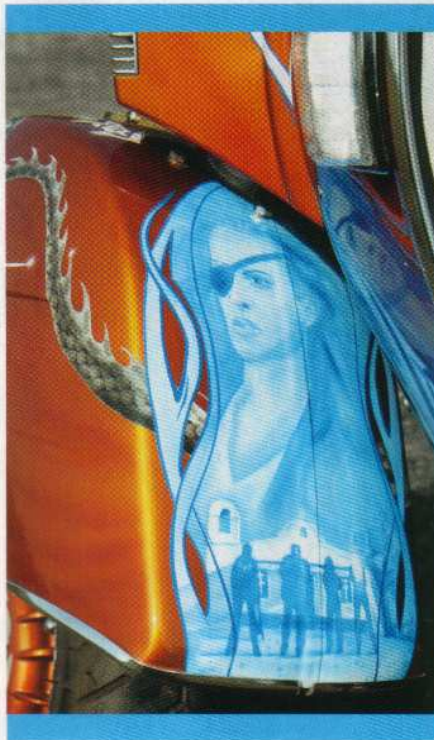
untypical for a continental custom bike – the engine is totally standard. That is apart from the chromed SIP EVO exhaust of course. But the expansion pipe is rather for optical enhancement than increase in performance. The reason being that Stephan prefers riding more than working on the engine. At the same time there is another unusual thing about the bike. It looks like a pure showpiece, but the brave Austrian actually rides it all year round. So let us hope that it will be spared from the obligatory scratches and dents, so we can enjoy this beauty for a long time.

Words: Poppa
Pics: Josef Hofmann



OWNER DETAILS

Name: Wolfgang Reichel.
Age: 33.
Scooter club: RC Allstars Steyr.
Job: Technical employee in the purchase department.
First interest in scooters: The Vespa boom in Austria in the 80s had a major influence on me. From that time on I got totally hooked on scooters.
First scooter: Vespa PK 50 SS in dark blue with all available add-on parts. Unfortunately it ended up as a cut-down racer without MoT approval.
Favourite model: Optically the old Vespa GS-models, for daily use the Vespa PX.
Favourite style of custom scooter: You can translate any style into a great custom scooter. I always pay a lot of attention to detail, which gives the project a personal touch. Excellent paintwork obviously plays an important role.
First rally: Gmunden (in the Austrian lake district) 1991. During the whole ride it was raining cats and dogs. It felt as if we had been on the road for days, even though we only covered a distance of 60km (37 miles).
Favourite rally: EuroVespa, Turin 2006. The first night was an absolute blast, I had such a good time with my mates. We partied until the last pub in Turin was shut. Driving through the city at night with 3000 scooters was a pure adrenalin rush.
The farthest ever ridden on a scooter: A trip to Hungary, 1200km (750 miles). Given that I rode on my PK 50 it was not only the longest but also the toughest ride!
What features do you enjoy in Scootering magazine: I like all featured scooters as they constantly motivate me to work on new projects.



SCOOTER DETAILS

Name of scooter: Kill Bill. If I had the money I would dedicate a scooter to each Tarantino movie.

Model: Vespa PX 200E.

Inspiration: In the 90s especially there was a major custom scene in Austria. Some of these scooters are still milestones today.

Time to build: Four months. I did all work myself except the Hatori Hanso sword on the mudguard (Thanks Rene!).

Frame modifications: Cleaned side panels, stainless steel applications. Three Hatori-Hanso swords. In addition I changed the left side of the legshield including the glove box when I crashed into Ron's sidecar (but this is a different story) and was the reason for the 2008 facelift.

Is the scooter reliable: Yes, I am riding it all year.

Paintwork: I did all airbrush work myself, based on Rolls-Royce Pearl Orange Flame paint. Otherwise the project would have ended in a financial disaster.

Overall cost: I didn't calculate, I don't even want to know it.

Hardest part of the project: The paintwork. Overall it took at least 150 hours, deciding where to place the images also took ages.

Advice for anyone starting a project: Think in advance about all the details. This saves you time and money.

Other scooters: 1965 Vespa GL 150, also a winner of various custom shows.

Favourite dealer: Sqooter.com – not just a dealer but also one of my best friends.

Thanks: My wife Christiana and my son Elias who allow me to spend a lot of time in my garage, my RC Allstars and the regulars' table Steyr Crew.