

WORDS & PICS: NIK

BOOM MUSTANG ST1

SO I'M SITTING OVER AT BOOM TRIKES' PLACE IN GERMANY, AS TALKED ABOUT LAST ISSUE.



The Sun is shining and it's pleasantly warm, trikes are growling in and out, and the nice people at Boom are trying to force upon me big lumps of steak and/or enormous sausages that remind me a little too much of certain not-for-general-release films I saw in my youth for me to ever want to put one anywhere near my mouth.

They're also trying to persuade me to have a (or in fact several more than 'a') beer and I'm sorely tempted 'cos, as any fule nose, German beer is excellent and, as I said, it's warm and a cold one would go down really well about now, it really would. But I'm here to work and I'm waiting to go out on a top-of-the-range 210bhp Mustang trike and so I need to keep what little wits I have about me 'cos the last thing I want to do, apart from going to a pool party at Michael Barrymore's or waking up next to Susan Boyle, is wrap up Boom's top demonstrator.

Well, I say I'm going to go out on it, but that's assuming I can actually get me hands on it for more than ten seconds. You see, Boom have laid on a fleet of trikes for the assembled masses, both dealers and punters, to try and, of course, the Mustang is the one they all want to ride. On top of that, certain Boom staffers have been out on it too, showing ladies just how fast it goes, and getting them to get their arses off it has been pretty

damn difficult too. To date, there have been four separate 'ah ... oh' moments when I haven't been quite quick enough to lug my wallowing backside over to the 'Stang, but I know I'm going to get a blast at some point ... as long as no one else says, 'Nik, you will have a beer?'

Finally, someone pulls in on it and I hover predatorily nearby as he gets off and chats to a staffer. Then, before, anyone else can do the dirty on me, I'm across, in the seat, clutch in, ignition on, push the dinky little stainless starter button in the middle

WINDING THE THROTTLE OPEN RESULTS IN THE FEELING OF A BIG HAND ON YOUR CHEST PUSHING YOU BACK IN THE SEAT





CLUTCH IN, SELECT FIRST, QUICK LOOK EACH WAY AND I'M OUT ON THE STREET. HURRAH, I'VE GOT IT, IT'S MINE!



of the tank, the merest hint of a nudge on the gear shift into 'reverse' (well, for anyone else anyway – for me it was like stirring porridge, I'm crap at car gearboxes), release the brake, quick look over me shoulder to make sure I'm not going to be running anyone standing behind me down. Then it's a cautious back across the yard, clutch in, select first, quick look each way and I'm out on the street. Hurrah, I've got it, it's mine!



Once I've negotiated me way through the quiet streets of Sontheim and got out onto the open roads, two things have struck me – firstly, this thing steers so nicely that I'm not entirely sure it's me that's piloting it (have they got it on a remote or something?) 'cos it just seems to pick the optimum line every time. You don't feel as though you've actually done anything – the trike steers almost as though by thought, it really does. And, secondly, by God (or The Flying Spaghetti Monster) does it go ... I mean, really, go. Out on the open road, away from traffic (and Boom people who're going to shout at me), winding the throttle open results in the feeling of a big hand on your chest pushing you back in the seat and the horizon blurring towards you. Rapidly. 'Ooo, I like this', I remember thinking, 'wonder how much fuel it's got in it? I'm sure the boys at Boom UK wouldn't mind me delivering it to their place in Manchester ...'. Then I remembered that I'd left me wallet in my jacket hanging over the back of a chair outside the Boom HQ. Bugger.

There's a good reason for this and it's sitting a few feet behind me – a



supercharged, fuel-injected 1.6 litre Ford Zetec engine running through a five speed 'box (six with reverse) and driving down through a Boom axle/diff with linked disc brakes, Koni shocks and ten inch wide fifteen inch wheels with 295 tyres. Up front there's a four and a half inch seventeen incher with a 170, again with a linked braking system, and one of Boom's huge 48mm tube front ends with adjustable Koni shocks. They're

connected by a stiff and solid chassis that's designed to sit lower than that of their other performance trike, the Fighter, and so has a lower centre of gravity. They've also dropped the height of the pillion (passenger? God knows ...) seat too, by 20mm, so that they're not stuck up so high above the rider and so feel more protected. The passenger also gets side rails, with leather armrests, to keep them securely planted, as well as a bucket-

type seat, and, believe me, they'll need it if you ride this thing like it's intended. It'll corner so hard, you see, that you start to feel your bum lifting from the seat ...

Thankfully, though, it'll also growl and purr along like a pussycat if you don't want to nail it everywhere (and let's face it, you'll be riding sedately a lot more often than you'll be going batshit, won't you?). The motor makes a ridiculous amount of torque – something like 177 ft/lbs – right at the bottom of the rev range and so leisurely cruising at non-warped speeds is effortless, in fact so much so that the gearbox itself soon feels redundant. Boom were, while I was there, experimenting with a new generation of auto'boxes and that, I think, will be the way forward in making these big beasts even more user-friendly. While we're talking of gearboxes, I have to say I find the fact that the Boom 'lever, that's mounted low down on the left hand

IT'LL CORNER SO HARD, YOU SEE, THAT YOU START TO FEEL YOUR BUM LIFTING FROM THE SEAT ...



ENGINE:
1.6 litre Ford Zetec, 16 valve, fuel injection, catalytic converter, Ford manual transmission with one reverse/ five forward gears, hydraulic clutch, polished stainless steel exhaust

CHASSIS:
Boom Mustang ST1, adjustable pedals & footrest mountings, 42mm side impact bumpers

AXLE SET-UP:
Boom alloy semi trailing link axle with Koni adjustable suspension, self-adjusting linked disc brakes, 295/50/15 tyres, 10x15" chromium alloy rims

FRONT END:
170/60/17 tyre, 4.50x17" chromium alloy rim, linked disc brake, Boom polished stainless steel 48 mm Comfort fork, Koni adjustable suspension, 22mm chromed handlebars

BODYSHELL:
Boom Mustang ST1 body, with or without extra rear case, choice of colours

ELECTRICAL SYSTEM:
Brake fluid indicator, instrument unit with digital speedometer, tachometer, fuel gauge & warning light panel, choice of twin headlights or handlebar fairing lights, LED tail lights, waterproof fuse box, handbrake-actuated engine kill switch

STANDARD PARTS:
Automatic brake balance, braided brake lines, warning waistcoat, warning triangle, first aid kit, two top cases (46 litres), toolkit, leather passenger arm rests, passenger headrest, 12v power outlet for navigation system, driver & passenger seats with side support, 45 litre fuel tank

DIMENSIONS:
Dry weight 590kg, gross vehicle weight 850kg, load capacity 260kg, length 3590mm, width 1810mm, height 1250mm

side of the vehicle, a little easier than in the middle of the dummy tank, a la Rewaco, to use, but that could be, you see, because I don't drive a car and so find H-pattern gearboxes to be the work of The Angel Of The Bottomless Pit and his minions. You can also probably see why I'm also quite a fan of auto'boxes.

Worrelse? Well, due to the fact that Boom have just put a sprayshop in at their German factory, they're not reliant on colour-impregnated plastic any more and so can now offer a huge range of colours. They also offer the Mustang in three versions - this barking mad 210 brake one, a slightly (but not much) less mad 165bhp one and the cooking 110bhp version - and with a choice of standard back end or with extra storage, as the one in the pictures has. In fact, the choice of options for the 'Stang, like with all the trikes in

LEISURELY CRUISING AT NON-WARP SPEEDS IS EFFORTLESS

the Boom range, is almost (but not quite, obviously) endless and I don't have the room to go into it here. Suffice to say, you'd have to be an extraordinarily finicky bugger to be able to find something they don't do for it, y'know?

So, finally, we come to the price bit. How much will a Mustang set you back? Well, the basic price for the 110bhp version is £22,900 new and on the road with a two year warranty and, somewhat obviously, the price climbs from there depending on what spec you want your trike to have. Ring Boom UK on 0161 799 7103 for more info or, better still, go up to their Manchester show rooms and have a look around - the place is full of some absolutely lovely bits of kit and you'll be drooling. Just stay away from the GG Quadster, okay, that's mine ... as soon as I find a high street bank with lax enough security measures anyway. ☺

Boom Trikes (UK) Ltd live at 199a Chaddock Lane, Worsley, Manchester (M28 1DW) and their phone number is 0161 799 7103, while their Web address is www.boom-trikes.co.uk



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