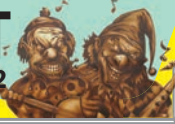


**MAD FOR IT**  
MATT CRAWLEY'S CUSTOM S2



**C L A S S I C**

**DIRT DIGGERS**  
AN ALTERNATIVE  
SCOOTER SPORT



# SCOOTERIST

## Isle of Wight

### INTERNATIONAL SCOOTER RALLY

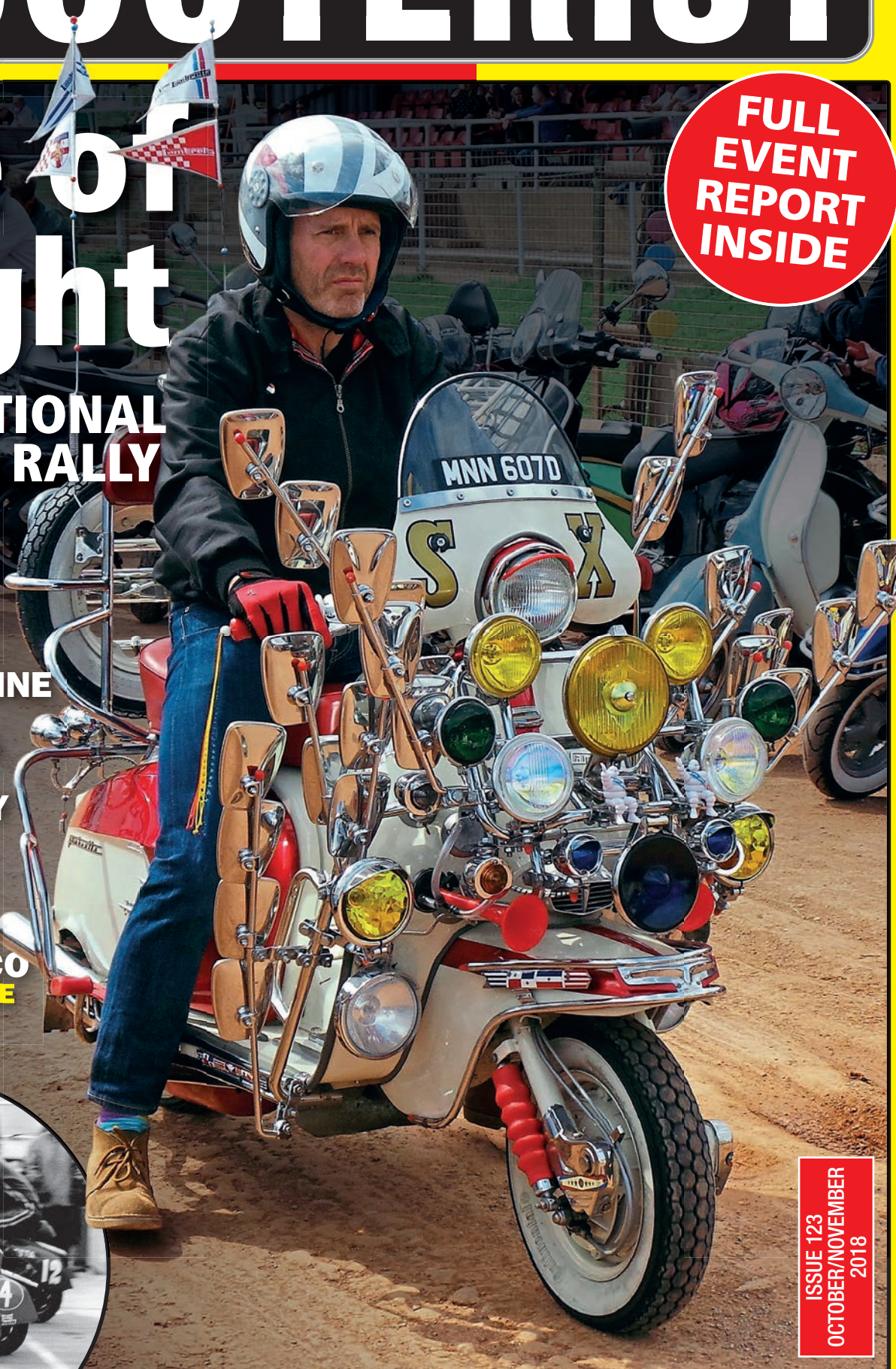
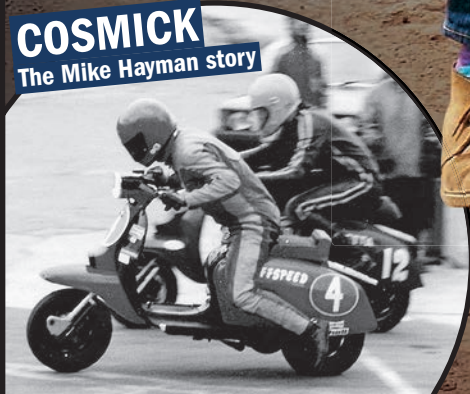
**FULL  
EVENT  
REPORT  
INSIDE**

**THE LUNA LINE**  
50 YEARS IN  
ORBIT (PART 2)

**SEXY SINDY**  
MIKE MUIR'S  
VESPA SS180

**LAMBRETTA  
TO MOROCCO**  
THE ADVENTURE  
OF A LIFETIME

**COSMICK**  
The Mike Hayman story



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2018

**SCOOTERAMA! – A FELICITOUS FANFARE OF FACTS, FEEDBACK & FACES**

# LIVE & LET RIDE



*Fred's*

## Veston Partin DBT5

If you visited this year's loW Custom Show, you won't have failed to spot Fred Crellin's very unique scooter creation - although underneath the facade lurks a Vespa PX125.





The scooter is very much a working prototype



Genuine Aston Martin rear light cluster



The seat was re-covered twice to get the right authentic look



Cleverly designed sidepanels fit over the original ones



Fibreglass headlight mimics the original Aston Martin one

**A**mong other things, Fred is a painter, artist, designer, maker, builder, manufacturer and an airbrush teacher, so it's not hard to understand how he visualises things in his own particular way and where the inspiration for this project comes from – the iconic Aston Martin DB5 driven by James Bond in the film Goldfinger.

A conglomeration of 'Vespa T5' and 'Aston Martin DB5', Fred's Veston Partin DBT5 is very much a working prototype; the styling has been revamped with a nod to the iconic, quintessentially British design of the 1960s. Fred commented "I was aiming to create something that reminded people of what it was to be British, to be proud of the design heritage we have that the rest of the world envies. The Aston Martin DB5 oozes that classic, romantic styling that appeals to a certain generation of a bygone era when music was groovy, skirts were short and scooters were made of metal... bearing in mind that I wasn't actually born until the end of that decade!"

## SCOOT ANOTHER DAY

Fred purchased the scooter in February 2018 for £850 and it's been in bits on his garage floor pretty much since then until recently. "The build and development took six months," says Fred. "That doesn't include the 18 months 'thinking time' and putting little ideas sketches together in a folder. I have a book that I've kept for the last 10 years that I turn to; it's dedicated to scooter design ideas. I have over two dozen other unrelated concept design ideas that are constantly being added to. I've had a little help on the way, with assistance from my mate Alec Roberts who

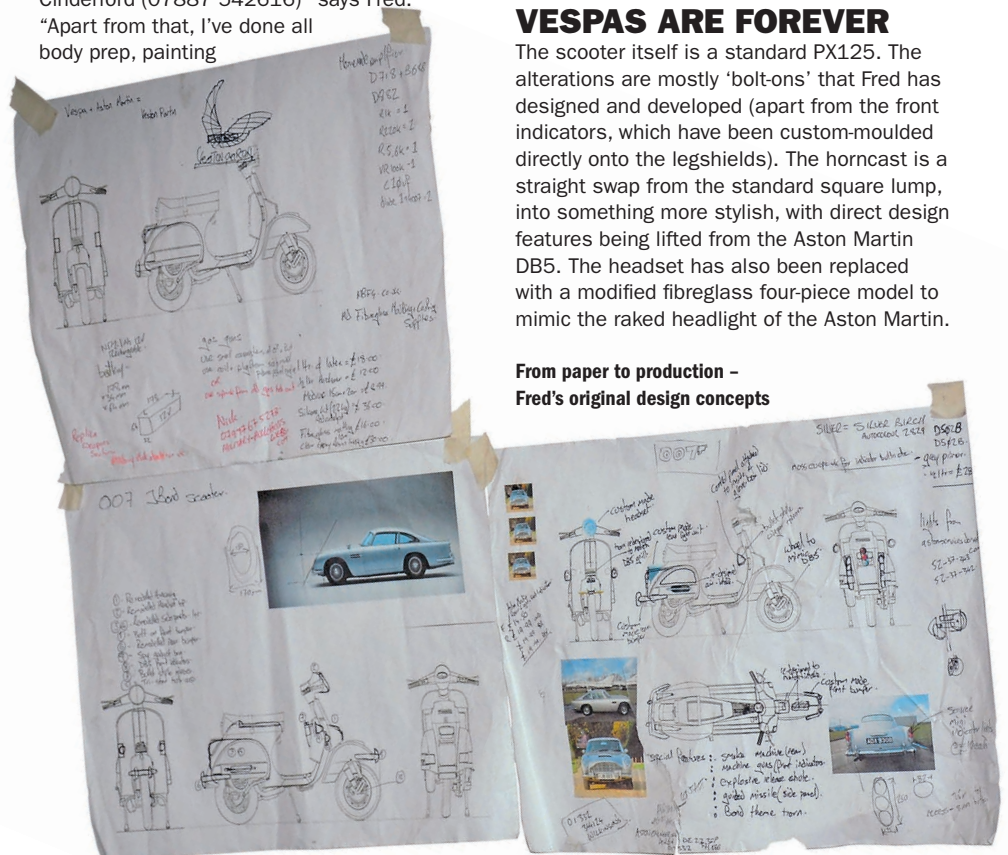
has assisted with all the mechanical stuff involved in the stripping and rebuilding. The seat was re-covered locally (twice!) by Shane Allard Upholstery in Hereford (07553 354792) who located the right real leather for the seat for no additional cost. "I had help building a circuit for the secret hidden 'spy' toys from John Deighton at Phenix Electronics in Cinderford (07887 542616)" says Fred. "Apart from that, I've done all body prep, painting

and styling, including designing, developing and making all the fibreglass panels. I've made a conscious effort to source and locate all parts and materials locally where possible, to create a very classic British feel – designed, built and with parts/materials sourced in the UK. The entire project was done at my home studio/garage in the Forest of Dean."

## VESPAS ARE FOREVER

The scooter itself is a standard PX125. The alterations are mostly 'bolt-ons' that Fred has designed and developed (apart from the front indicators, which have been custom-moulded directly onto the legshields). The horncast is a straight swap from the standard square lump, into something more stylish, with direct design features being lifted from the Aston Martin DB5. The headset has also been replaced with a modified fibreglass four-piece model to mimic the raked headlight of the Aston Martin.

**From paper to production – Fred's original design concepts**





No, the machine guns don't fire real bullets!

The front mudguard is finished-off with a small, restyled bumper that harks back to the classic 1964 DB5. At the back, the restyled fibreglass sidepanels are cleverly designed to fit snugly directly over the top of the existing sidepanels; this changes the 'line' of the scooter to become more in keeping with the classic lines of the DB5. The rear bumper finishes off the back end, giving the viewer the feeling of a familiar classic look that fits a Vespa. The standard seat has been replaced with a fibreglass racing seat and re-covered in red leather that follows a similar pattern to what you'd expect inside an Aston Martin. "Incidentally, the front indicators and rear panel light clusters are genuine Aston Martin DB5 parts!" says Fred. "Thanks to Adrian at Aston Engineering in Derby, who has been very helpful with references, measurements and sourcing parts to complete the scooter."



The styling is a nod to iconic, quintessentially 1960 British design styling

## On Her Majesty's Scooting Service

**Scooter name:** Vaston Partin DBT5

**Scooter model:** Vespa PX125

**Project inspiration?** James Bond's iconic Aston Martin DB5 from the film Goldfinger. I hear that car sold at auction for \$4.1m. Not that I expect my scooter to be worth anything like that, but I'd like to think it has improved on its appeal and value.



This creation is to remind people of what it was to be British!

**Engine?** I don't really get involved in tuning stuff and concentrate solely on the body and styling.

**Other unique details?** As this is the prototype, it's fair to say there's most definitely no other scooter in the world like it. The paintwork has been carefully researched and mixed so that it's identical to the DB5 that James Bond drove in Goldfinger (that colour had it's own special unique paint code – a little different to the production colour).

**Top/cruising speed?** Currently zero! Still has to pass its MOT!

**Is it reliable?** Well, it starts first time, every time. The engine is a good, solid Vespa PX125.

**Paintwork/murals?** Silver Birch paintwork (the James Bond 'Goldfinger' derivative colour) by 'paintedbyfred.co.uk'.

**Any engraving?** There will be. A plate will identify the scooter as the prototype. Should it go into production, each modified scooter will have its own personally engraved and numbered plate.

**Any chrome?** The custom-made chrome parts (bumpers, side strips and front grill) were chrome painted by Kevin at [www.spraychromeuk.co.uk](http://www.spraychromeuk.co.uk) in Norfolk.

**Overall cost?** Physical cost probably not much more than £3000-£4000, mostly on materials and the creation of moulds, etc.

However, many, hours have gone into this scooter's creation (probably 4-6 months full time). But that's the nature of prototyping, design and development.

**Hardest part of project?** Getting it started; finance was always the issue and I waited months to sell the family classic camper van to fund the project.

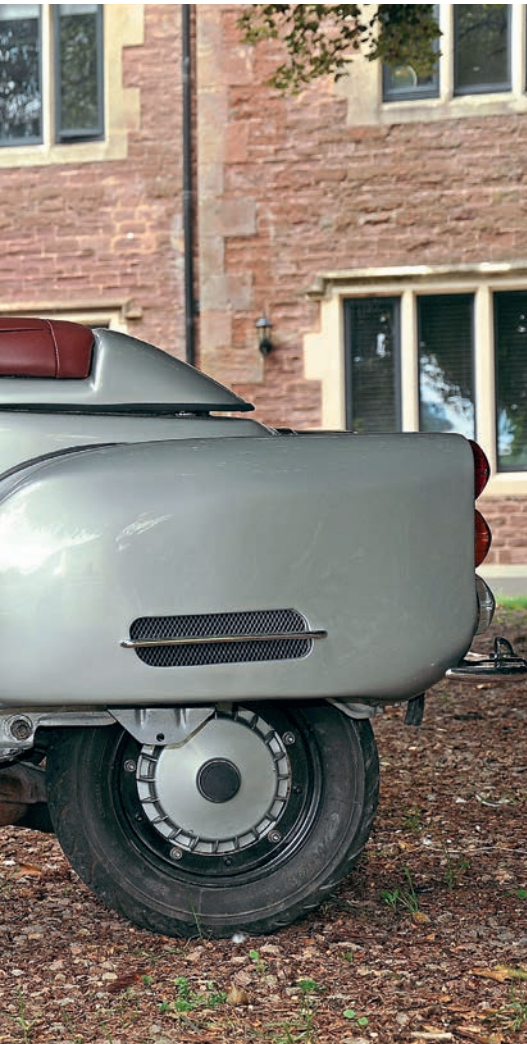
**Tech tips?** Know your limits and always 'sleep' on an idea/solution before rushing into it.

**Anything to add?** I've an idea or two for some new Bond-esque 'gadgets', plus a new exhaust and a chrome flywheel cover; but other than that, just a price tag!

**Anything you'd redo differently?** Difficult to say at this point. I like to listen to what other people have to say before considering anything like that. Because it's so new and different and may take some time to get used to, it's impossible to say without the benefit of hindsight. I plan to start production of all parts for marketing by September this year, so no doubt my customers' feedback as to how things could be improved will have a major bearing on doing anything differently.

**Other scooters owned?** No, but I have dozens of other concept scooter design ideas waiting to unleash on the world!

**Project advice?** Take your time and have a clear objective/idea in mind before you start spending.



## (AND THEN THERE'S THE TOYS...)

Apart from what's already been mentioned, we come to what can only be described as 'spy toys'. Just like the James Bond Aston Martin of 1964; this scooter is fitted with its own secret control panel (secreted in the glovebox) that controls the machine guns (yes, you heard that right) that emerge from a clever, but simple, mechanism Fred designed and developed. No, it doesn't fire 'real' bullets, but could be mistaken as doing so with its powerful strobe light flash and amplified, recorded machine gun fire sound emitted when the 'fire' button is pressed. Phenix Electronics built an amplifier the size of a matchbox, which could be hidden in the toolbox. Oh, and don't forget the mine deployment, which is still in development as an optional additional feature...

**Words:** Mau

**Images:** Phil Diccote



# The Man with the Golden Mind

**Name?** Fred Crellin

**First scooter interest?** I was a design and model making student in the late 80s/early 90s, and needed transport to and from a 'local' designer sponsor who was guiding me through a project; his house which was in the middle of nowhere. I didn't have a car licence, but could ride a 50cc legally (only option other than a taxi, which I simply couldn't afford).

**First scooter?** Honda 50cc step through 'chicken chaser'. The first thing I did was crash it into a wall; bent the forks, but still rideable! I got used to the wonky ride quickly, and could be seen travelling to and from Wolverhampton on my scoot with a 4ft model ship's hull (part of a design project I was working on) sticking out of my rucksack!

**Favourite scooter model?** I've always been a Lambretta fan, which flies in the face of currently being a Vespa PX owner. I don't really buy into scooter 'snobbery', though I do get frustrated with those who think the Vespa PX125/200 is 'well-styled'... Probably the same people who think the original Mini Metro was 'stylish' and that chips and gravy is gourmet food!

**Favourite custom scooter style?** I appreciate a quality paint job, but having been an airbrush artist for almost 30 years, that's not surprising. It still gives me great satisfaction knowing scooters I've painted years ago are still doing the rounds and have stood the test of time (Football Factory; Class of 84; Pirates of the Caribbean (the very first one!); The Lost Boys... to name a few) As for shape/style, I'd have to say most of the Lambretta designs from the 1960s to mid-1970s. I love the classic look of stuff from that period. I know some will think its 'space race nonsense' design stuff (like the Thunderbirds), but that's what I like anyway.

**First rally?** Isle of Wight 2005. Went by car as had a pitch at Smallbrook Stadium promoting my artwork and airbrush classes with a very heavily pregnant wife!

**Favourite rally?** I've always enjoyed the loW scooter rally, despite not owning a scooter then. It's the people (mainly like-minded I guess) and their wonderfully British attitude to adversity!

**Worst rally?** Easy; the Bulldog Bash (Stratford 2005 – hairy arsed, leather clad bikers). It did nothing but lash it down for the entire duration – had to be dragged out by a tractor.

**Rally likes/dislikes?** I used to enjoy the 'buzz' between 2000 and 2006, but always from a professional point of view, trying to 'sell' my work and services. It's easy work when the weather's nice, but suddenly becomes the complete antithesis when the weather's challenging. After all the work and money that goes into preparing a show, only to have your parade 'rained on', It's hard to feel any love for the event walking away empty handed and wet! As for the work I have done past and present (albeit paintwork or design) you'll unfortunately get



those who simply 'don't get it' and can get quite rude and obnoxious about what you've spent time, effort and money on, without them realising or appreciating that. You can't please everyone all the time; I get that, but by the same token, if you have nothing nice to say, it's better to say nothing or at least give constructive criticism.

**Making the scooter scene better?** Less stickers, dippers and shrink wrappers; they demean and devalue a scooter. Just because a scooter is supposed to be cheap, it doesn't have to look cheap. I like to think this project is testament to that. But then, as an airbrush artist, I would say that.

**Funniest scooter-related experience?** Watching an anonymous scooterist get a lift to the Isle of Wight rally, courtesy of the AA; then watch same scooterist return home on the back of an RAC lorry.

**Other hobbies?** Love football; addicted to the challenges thrown-up by home improvement and DIY; using my family as guinea pigs for my next experimental bit of cooking (have you tried making your own pudding pizza? I did – what a revelation!)

**Thanks or mentions?** I couldn't have even begun this project without the support of my wife Ginny, who's backed me, encouraged me and been constructive in criticism every step of the way. Thanks to Alec Roberts for the technical assistance in stripping/rebuilding the scooter. Shane Allard in Hereford (07553 354792) for covering the seat; John Deighton at Phenix Electronics in Cinderford (01594 824421) for his electronics expertise; Kevin Dent at [www.spraychromeuk.co.uk](http://www.spraychromeuk.co.uk) in Norfolk for doing such a marvellous job of the custom chrome parts; Adrian at Aston Engineering in Derby (also a scooter enthusiast!) for his assistance in research and original Aston Martin DB5 parts; Forest Fasteners in Mitcheldean (01594 544221) for just about every screw, nut, bolt and washer needed to complete the project; and last but not least, the numerous people and family for their encouragement in this risky, different, but rewarding project.