

# NEVER EVER CHANGING GEARS AGAIN?

Just concentrating on cruising? Only riding, riding, riding?

This thought passes through my head while making a first test ride with the BOOM Mustang Automatic.

Thus, the left foot goes into an early retirement – and annoying clutch operation finally will be history.





R-N-A- or rather Tiptronic? It's the driver's choice.

**T**rikes with automatic engine? This makes a lot of trikers think of a loss of their feeling and control. The "nimbus" of a sporty way of driving with a classic gear change is still present.

Why is it like this?

In the US, 90 % of all cars have an automatic gearbox. In Europe, one third and counting...

The latest super sport cars focus on Tiptronic and lightning-fast gear changes. And scooter drivers nowadays nearly all drive automatically. Only we, the trikers, keep hold of the interaction between throttle, clutch pedal and gear lever, with 3 different extremities, left foot and both hands. Releasing the accelerator, clutching, changing the gears, clutching again, accelerating, stop-and-go in the city traffic, annoying free way road works, tight Alpine passes – all 100 or 200 m, we have to change gears. Hereby, not only the technical elements of a trike are claimed, but also the extremities and the concentration of the driver.

Of course, clutching and gear changing became our second nature over the years, but are we really losing our feeling while driving with an automatic gear? These fears are, at my own opinion, really unjustified.

**The gain of comfort is obvious.**

I sat myself in the deep seating of the Mustang. The hands are comfortably placed on the handlebars. All fits. Just before, with what seemed to be only 1 ½ fingers, I changed the gear selector to "A" and now, I'm just softly accelerating. It couldn't be smoother.

In the dense city traffic I can completely concentrate on the traffic and on windy roads, cruising is absolutely unbeatable. The Mustang Automatic offers a real all-round carefree package.

This is pure pleasure. The engine is roaring with a spectacular

resonant sound.

The landscape passes me by.

Overtaking? A forceful twist on the throttle makes the passing look like a child's play and once again, I can completely concentrate on the overtaking maneuver.

Those who want to bring the engine power to its best, choose the Tiptronic for the requested gears, accelerate quick and smooth and finish the started overtaking maneuver competently.

The engine performance of the Mustang – no matter if it's the double-seater or the Family with 3 seats – offers enough potential at all times.

During my Mustang test ride on the late summer roads along the Swabian Alb, I ride on many different driving surface qualities with my matt black wheels. From the brand-new silent asphalt to old bumpy country roads. No problem for the electrically adjustable Bilstein suspension.



2 noble Mustangs posing for a photo shooting in a castle courtyard.



The new generation: VDO-instruments in marine quality. Accordingly to the manufacturer, without any condensation and with an exact fuel indicator. Integrated on-board computer, clock, voltmeter – all is standard from now on.



Great! Perfectly designed instrument cases...



...and no more ugly cable straps fixed around divers cords and hoses.



## Boom Mustang Automatic



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A short push on the unimpressive LED-switch, with great effect. The adjustable suspension allows for real comfort.

A short push of the switch to the left of the automatic gear selector. A red circle of LED lamps flashes up. Within seconds, the adjustable suspension is noticeably changing from "Soft" to "Hard". Sounds like an exclusive equipment of a luxury limousine such as a Panamera, but it is indeed a very reasonable equipment detail that implicitly should be taken into consideration while configuring a new trike. Such well-engineered technical details make the test ride a great experience.

A short look on the clock – 3 more hours until it gets dark. I profit of the time and expand generously my originally planned tour. Afterwards, I go back to the editorial office. The reality in the form of our TRIKE-MAGAZIN Landrover quickly catches up again and maltreats my poor spinal discs.

Longingly, I'm thinking back to the luxurious suspension of the Mustang.

Text: Uli Rau

Photos: Yvonne Faber & Uli Rau



Hey, what's up?  
Are the paparazzi already close on our heels by helicopter or is the pilot simply a trike fan?

## TECHNICAL DATA

Engine:	2,0 l in-line engine with regulated catalytic converter
Power:	140 HP (103 kW)
Torque:	200 Nm at 4000 min <sup>-1</sup>
Max. speed:	about 190 km/h
Fuel consumption:	about 6-9 l / 100 km
Type of fuel:	Super unleaded 95 ROZ or E10
Frame:	2-parted tubular frame, bolted
Body:	Wear-resistant GPR
Dry weight:	about 680 kg
Gross vehicle weight:	900 kg
Vehicle load capacity:	about 220 kg
Towing capacity:	312 kg
Gears:	4 gears automatic, 1 reverse gear
Dimensions (depending on model):	
Length:	about 3.370 – 3.470 mm
Width:	about 1.780 - 1.875 mm
Height:	about 1.350 mm
N° of seats:	2 / Family 3
Service interval:	all 10.000 km
Guarantee:	2 years
Price:	beginning at 28.900 Euro

# Model upgrades at Boom

As of now, the manufacturer Boom is making considerably serial model upgrades. Here is an overview of what will be new in the season 2014 on the models New Highway, Mustang, Mustang Family and Fighter X11 A:

## 1. Engines:

New: The 2, 0 l automatic engine for Mustang and Mustang Family (not New Highway)  
All in all now 4 available engines: 1,1 / 1,5 / 1,6 / 2,0 A

## 2. Gear / Gear change:

Now selectable for all models New Highway, Mustang, Mustang Family:  
at side gear change (1,1 l, 1,5 l, 1,6 l)  
middle gear change (1,1 l, 1,5 l)  
automatic engine (2,0 l for Mustang, Mustang Family and Fighter X11)

## 3. Exhaust system:

Made of stainless steel with standard double end pipes on the versions Thunderbird and Ultimate (not on Fighter). Sound option prepared (refitting is cheaper extra charge 990,- Euro).

## 4. Chassis:

Adjustable suspension Bilstein with 3 different selectable springs:  
Soft / Normal / Hard  
**Available as option:** Electronically adjustable suspension Bilstein. On the models New Highway, Mustang, Mustang Family and Fighter X11 now: „Fighter chassis“ with longer range of spring and top road handling.

## 5. Frame:

From now on, plastic coated accordingly to automobile standard (Salt spray test 600 h).  
Increased corrosion protection due to 4 phases handling: Sandblasting > iron bondering > coat powder > color powder.  
Partly the wall thickness increased from 3 to 5 mm. Harder torsion, better driving characteristics.

## 6. Mounting parts:

As far as possible, all are completely made of stainless steel (over 50 new stainless steel parts) instead of coated or galvanized parts. Serial stainless steel tank and expansion container on all models without additional price.

## 7. Fork / Handlebars:

Designed milled clamps; Fighter handlebars Ø 42 mm and extreme handlebars Ø 38 mm and internal cable route. Fork Ø 76 mm completely without binders and with internal brake pipe. The angles of the handlebars have been optimized (joint-friendly).

## 8. Brake system:

Additional option: BIKE brake system (trike can be stopped completely by hand brake).

## 9. Instruments:

VDO speedometer and rev counter (Made in Switzerland) in new designed box (marine standard, without any condensation at all and with an exact fuel gauge).  
From now on, standard with integrated on-board computer, time clock and voltmeter.

## 10. Seats:

Serial: Handmade and water resistant black comfort seats with lateral support and white stitching on the 2014er models.

## 11. Body:

2014 models with optimized cut (gap dimensions).

## 12. Pedals:

Serial Quickpin adjustment for clutch and brake.

## 13. Hand brake:

Serial stainless steel cover and stainless steel grips.

## 14. Switch knob:

Alternatively with shift scheme

## 15. Mirror

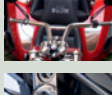
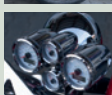
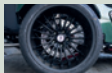
New (option).

## 16. Pedal lining

Made of stainless steel with longitudinal rubbers.

## 17. Electrical system:

- Hand brake > control lamp showing on and off
- Cooling liquid > horn and control lamp when loosing liquid
- 12V plug socket on the top
- Fans run too often > thermostat is changed and run duration is reduced.



# Statement

During the in-house exhibition at BOOM TRIKES in Sontheim, we spoke with Thomas Stubenvoll, one of the three managers, and heard some interesting news.



".... and now the weather forecast for the weekend. In the early morning, scattered showers, then local clear spells and pleasant late summer weather."

The wiper on the TRIKE MAGAZIN Land-rover squeaks monotonous on the front shield.

I am on my way to the in-house exhibition of BOOM TRIKES. Just before reaching the town sign of Sontheim, the dull grey cloud cover opens and the sun is peeping through. The guys from the BOOM team obviously are on good terms with the weather god.

Shortly afterwards, I'm sitting in a cool lounge chair on the big wooden deck, together with Thomas Stubenvoll, one of the 3 BOOM directors. From over there, we have a perfect view on the production yard where you can see, in exactly rows and trying to outshine each other, the high-gloss polished demonstration trikes.

I use the opportunity for an interview:

TM: "Thomas, how was the season 2013?"

TS: "At the beginning, really bad, because of the miserable weather, but now, we really caught up and have been able to compensate the loss in sales of the first 6 months thanks to the great weather during the second half-year."

TM: "What will the future bring?"

TS: "In the long run, a lower number of vehicles, but with higher quality. High-price vehicles are clearly very trendy. The vehicles get more and more sophisticated and the production work increases drastically. Before, we needed 3-4 days to produce a trike, now it takes us 5-6, often even 7 days, depending on technical complexity and requirements.  
Of course, also the prices increase due to the higher quality and the necessary additional work."

TM: "In fact, are there still orders for standard trikes exactly like mentioned in the catalogue or does every customer want his own individual trike?"

TS: "Not necessarily. We always distinguish between trikes for private customers and trikes for rental stations. Rental stations usually order vehicles in mid-range price segments. Trikes ordered by our private customers are rather individual, as for example this one, which is just leaving the courtyard...."

A beautiful pearly-colored Mustang deluxe with extremely cool matt black rims disappears in the dark hatchway of a big lorry-trailer.

"....great story, this trike has been ordered by a 90 year old mother as a wedding gift for her son. Cool, isn't it?"

I'm trying to remember the age of my mother and prefer to concentrate on my next question.

TM: "How does BOOM react to the changed trike market?"

TS: "As already said, we are well prepared for the future. We now have extended our local team to about 30 collaborators and are therefore in position to "nearly" satisfy all customer requests."

TM: "What is planned for 2014?"

TS: "The 2nd generation is going to be realized right now. This means that we are working on full speed on important model upgrades. Our experiences, achieved in the previous years, will directly flow as technical improvements into the production of our different models in order to make them even more exclusive."  
Our ambition is to bring the well-balanced BOOM product range to even more perfection."

TM: "Thank you for the interesting interview. And, was it horrible?"

TS(smiling): "No, didn't hurt at all!" ❖

Interview + Fotos: Uli Rau



**Personal information:**  
Thomas Stubenvoll or "Stubi" – that's how the triker scene knows him.  
1.90 m, at least 99 kg, a cigarette in his hand and always in good mood.  
Already as a teenager, like many others of his age-group, Thomas got in touch with mopeds and bikes.  
**Quote:** "Once a bike, always a biker!"

**Age:** 51  
**Family status:** divorced – single  
**Children:** 3 adult kids  
**Employment history:** Secondary School Graduation, Whole Sale and International Trade Specialist in the automobile sector, commercial executive at BOOM TRIKES, director  
**Hobbies:** fishing, sailing, riding trikes (unfortunately not often enough), holiday, reading, eating, drinking, beer garden, bicycling and much more...  
**Your current car:** BMW 730 d  
**Your dream car:** nothing special  
**Your dream trike:** ... drives wherever I want to.  
Generally, I'm a Fighter fan  
**Preferences:** good discussions with nice people, spending a good time together with others  
**What do you like:** good food  
**What don't you like:** bad food, annoying and stupid people  
**What irritates you:** many things, but fortunately, never for a long time  
**Your favorite dish:** Linsen mit Spätzle mit Saitenwurst und Rauchfleisch (speciality from South Germany) – every Swabian will know what I'm talking about!  
**Favorite book:** I don't have any, because I'm reading too much, but I love it bloody.  
**Favorite movie:** Dinner for one – I'm laughing about it since decades – what else does one need...  
**Your idol:** I don't have any, why should I, I'm enough for myself  
**How did you become executive of BOOM?** As always in life, more or less by coincidence, but this history is too long for today.