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KYMCO and Moped Hospital Support the Eastern Scooter Racing Association in 2005

Inman, SC — As scooter racing continues to gain in popularity, KYMCO keeps proving itself as a tough competitor and a popular brand choice of top racing teams.

Last season, aboard his own KYMCO ZX 50, rider Taurus Stonys was highly successful in Eastern Scooter Racing Association (ESRA) events, and he has bigger plans and a high-profile sponsor for the coming 2005 campaign.

“On my KYMCO I could absolutely dominate the competition,” reports Stonys, who lives in suburban Detroit. “We beat Derbi GP1's, Aprilia SR 50's, Malaguti F12's as well as various 200cc vintage models.” The rider had high praise for his KYMCO's handling as well its speed. “Their chassis are top notch. They are really rugged, sturdy frames with good brakes — an all around nice machine.”

He owns four KYMCO scooters in all — two ZX 50's, a Super 9, and a Bet&Win 250 that he calls his favorite for summer commuting.

In 2004 Stonys took first place in the ESRA Stock Class and third place in the ESRA Specials Class. This year, in addition to his own ZX 50, he will also race a KYMCO Super 9 for Moped Hospital, the scooter performance specialists based in Key West.

Moped Hospital's racing guru Steve Olson says that Stonys, whose day job is in the engineering department at Detroit Diesel, knows a thing or two about engine tuning — knowledge he used to modify his ZX 50 to reach close to 80 mph. “He has a lot of two stroke knowledge, is a good mechanic, but most importantly he wins.”

Already very popular in Europe, the sport of scooter racing is growing in the United States. For the track, most engines are modified using aftermarket parts from Europe or Taiwan. Moped Hospital is a leading source for these kits, and they have probably the largest scooter rental fleet in the U.S. — a fleet that is all KYMCO.

“When you pull a KYMCO motor apart,” says Moped Hospital's Olson, “You see they had reliability in mind.”

In scooter racing, to promote further growth the ESRA is putting an increased emphasis on making the sport available to completely stock, street-legal entries. The idea is to let people take their commuter machines to the track on weekends and join in the fun.

“It's the cheapest form of racing you can do,” says Moped Hospital's Steve Olson. Stonys refers to the ESRA as “a large melting pot of characters,” adding that, “Everybody is welcome.”



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For stock racing, the automatic CVT transmissions of the KYMCO ZX 50 and Super 9 make them hard to beat. Even right off the dealer's floor, the KYMCO ZX 50 offers killer looks and high-performance at an unbeatable low price. With a 49cc engine and electric start, front disc brakes it features the same smooth-shifting automatic CVT transmission found in all KYMCO scooters.

Delivering performance and value wrapped in a striking visual package, the Super 9 is the top of the line of KYMCO 49cc scooters. It features a liquid-cooled, oil-injected engine with electric start, front and rear disc brakes, under seat storage and aggressive styling.

About KYMCO USA

With headquarters in Taiwan and distribution in 63 countries, KYMCO is a global leader in power-driven products, under the corporate slogan "Power Your Life." Five manufacturing plants in Asia use the latest technology for the engineering and production of reliable engine, chassis, and other components. KYMCO is committed to maximum customer satisfaction and constant innovation, making use of the most advanced CAD/CAE tools to bring superior engineering and design to their products.

KYMCO scooters, motorcycles and ATVs are imported and distributed by KYMCO USA in Inman, South Carolina, where the warehouse, management, and marketing facilities are located. An ever-expanding dealer network currently serves over 500 U.S. locations. Dealer inquiries are invited.

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