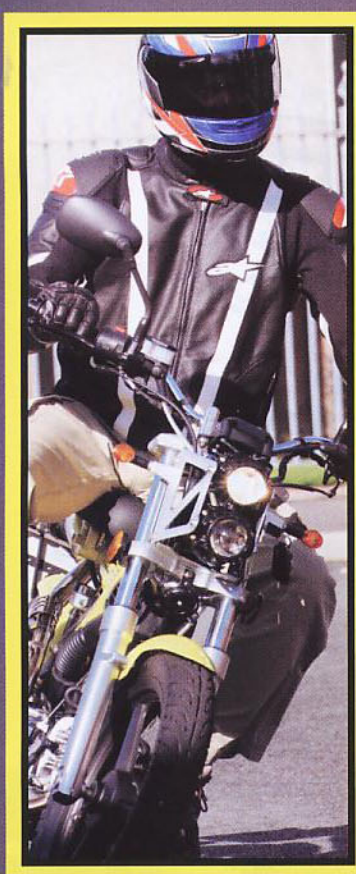


SACHS MADASS 125

Words and photos: Iggy Action shots: LAF

on trial



The Sachs MadAss is a machine certain to put a smile onto the grumpiest face, and if you ever tire of simply looking at its foolish frame (a metal concoction that by rights should never have come into contact with an engine), you can always take it for a ride.

The 50cc MadAss may have turned heads, but it was never the fastest moped in the village and it didn't lend itself to tuning, so sadly it never really caught on. Luckily though, Sachs haven't been asleep since launching the MadAss in 2004 and, like a few other bike manufacturers, they moved their production facility to China where they teamed up with the massive Huanan Motor Group, who also build their own 'FYM' branded machines.

Sachs also sent eight members of staff to live in China to oversee production and make sure all the bikes and scooters would be up to rigorous German Sachs standards. Items like frames and electrical components were scrutinised and altered where necessary to make sure they were up to spec before production of the Sachs branded bikes and scooters could commence. A few months ago Sachs was forced into liquidation after losing a large German distribution deal and struggling to meet the pension provisions for its old Hercules factory, but production still continues in China and

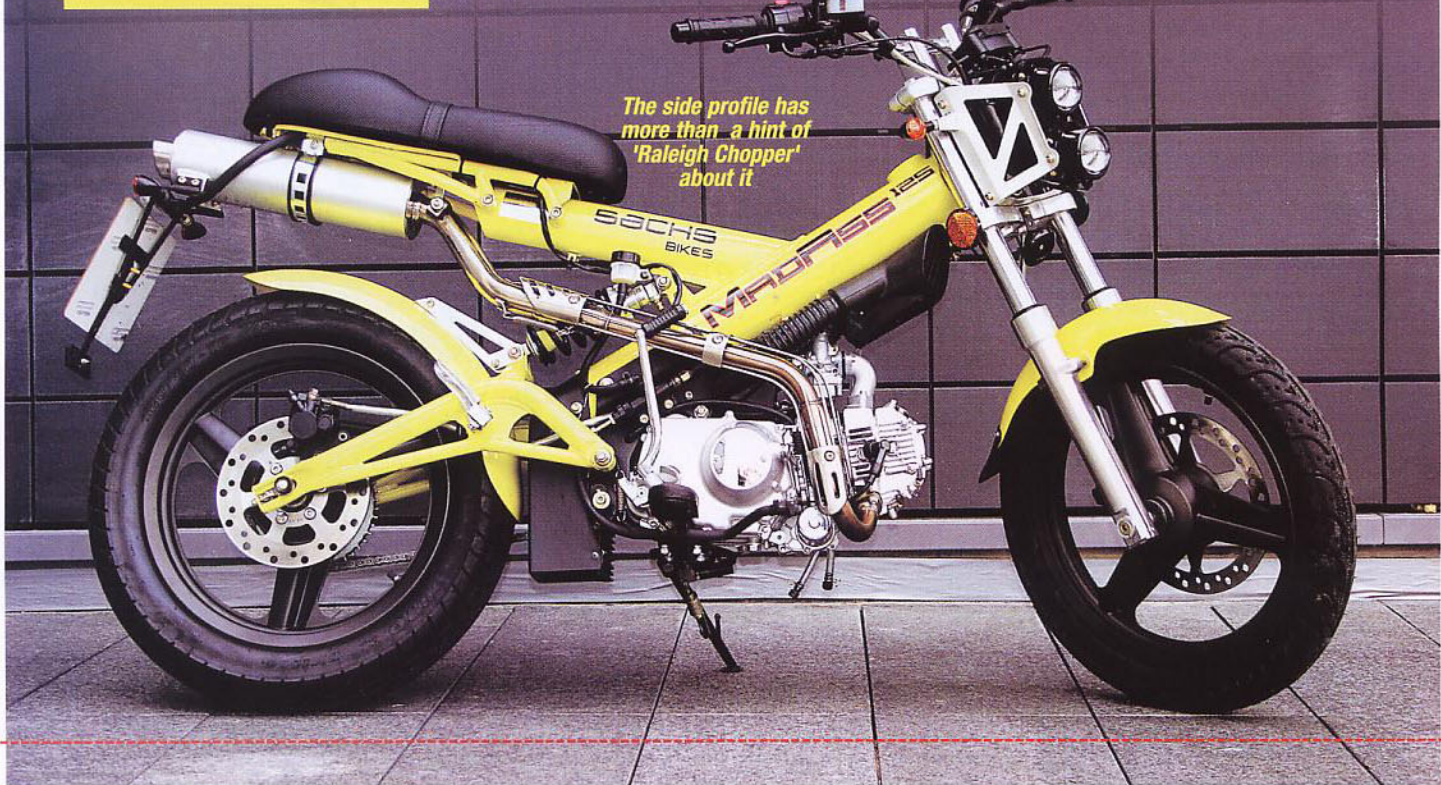
the spares and distribution should still be handled via the Nuremberg HQ. So it's business as normal, but when you create machines like this what is normal?

I think the pictures of the new Sachs MadAss 125 speak for themselves; but if you prefer to have things spelt out for you, I'll let you know that it's crazier and much more useable than the original MadAss could ever be, and for less than £1500 you could be the proud owner of this barny little yellow machine.

The MadAss 125cc is fitted with a nifty little four-stroke, air-cooled motor complete with electric start. Sadly the engine doesn't have an auto transmission, which would probably make it appeal to a wider audience; instead it uses a four-speed manual box (one down and three up) just like a conventional bike, and frankly that's the only conventional thing about the MadAss! The brakes have been upgraded to cope with the extra power of the larger engine, so the rear now sports a proper hydraulic disc, unlike the pushbike style rear fitted to the 50.

The brakes work well enough to cope with the 8.58hp engine and I found the back wheel would skip if braking too hard. A little bit of

The side profile has more than a hint of 'Raleigh Chopper' about it



VITAL STATS

Engine: Air cooled, four-stroke, single cylinder
Displacement: 119.7cc
Engine power: 6.4kw (8.58HP) at 7,500rpm
Gearbox: Four speed manual
Fuel capacity: 4.6l
Dimensions: 1815(l) x 720(w) x 1015(h)
Seat height: 855mm
Wheelbase: 1235mm
Weight: 95kg

Wheel sizes: Front: 90/90-16
 Rear: 120/80-16
Brakes: Front: 260mm disc
 Rear: 215mm disc
Max speed: 56mph (claimed)
Colour options: Yellow
Price: £1499 (50cc also available at £999)
Importer: Three Cross. Tel 01202 823344

tinkering with the new adjustable rear shock would probably cure that problem though.

The suspension felt much better than I remember on the 50, which can only be a good thing because this one holds the road like a 'proper' bike – well almost. One of the best additions though is that lovely, shiny stainless steel exhaust system which snakes its way along the side of the bike and exits underneath the new comfier seat, looking gorgeous in the process. When I say the seat is comfier, don't expect to travel around the world on this bike because you'll have problems with your 'PoorAss'. It tends to chafe a bit around the nether regions after a while, but it's better than the original, thankfully. The seat height has also been dropped by 10mm and the bars are slightly higher, so the riding position is quite an upright one – not quite as harsh on the back and it's easier to put your feet down when coming to a standstill.

If you have a daring friend, there's even provision to take a passenger, with flip-out footpegs and a postage stamp sized piece of leather for them to sit on. The neat digital speedo has also been altered slightly; it comes with a trip function and it also has a clock and subtle blue backlighting. The signature

MadAss bug-eyed headlights have been retained and they give off quite a powerful beam. The actual frame and its associated components seem much tidier than the old MadAss, and it seems to have been finished quite well. Small details like the chrome bars and risers make a difference, as does the quality exhaust which won't rust.

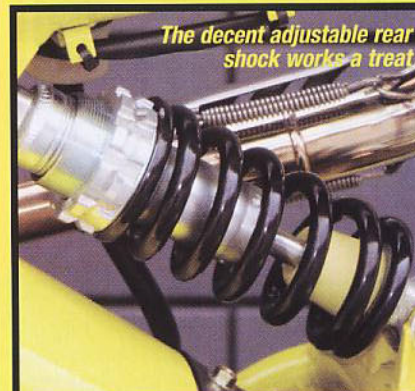
The MadAss at first glance, look like some gimmicky machine, the product of an overactive concept department's wish list, and you'd be pretty much right. But it is also a useable tool. The crazy looking contraption actually feels pretty good on the road. Its engine propels it up to almost 60mph and it'll corner, stop and go like a real motorcycle – maybe not in the same league as an Aprilia RS125, but it will get around corners nevertheless. The difference with this bike is that it is different riding a MadAss is a statement of your own individuality. You may not be as fast as the local bikers on their race replica 125s or sporty scooters, but you will turn more heads on this than you would riding naked down the high street on the top selling CBR 125. Park this baby up in town and you'll be fighting the local ladies off with a stick!



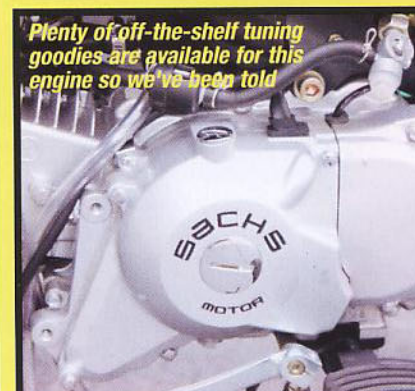
The funky lighting is retained



New hydraulic rear disc is a bonus



The decent adjustable rear shock works a treat



Plenty of off-the-shelf tuning goodies are available for this engine so we've been told

