

SHARK SHARPENS ITS TEETH

We fork-lifted the newly delivered 2010 ProShark, shrink-wrapped to a pallet, into its new home. As my sons, Harry and Alfie, returned from school, their eyes lit up. As a small hole was poked in the black shrink-wrap, Alfie burst out with excitement: "It's a white ProShark!" It was like Christmas come early, with the wrapping torn off in no time

Words and photography: Stuart Walker

Let's face it, white is the best colour of plastics for a quad. Aside from its great styling, the new ProShark benefits from a list of mods that seems endless. So, what's new, apart from the bright white gleam? My initial impression was that the new colour 'lifts' the appearance, making the ProShark look at least 10lbs lighter. In fact, it's only marginally lighter, but that's still impressive, given that it's fitted with additional parts, including alloy-skid plates, hand-guards, billet fuel-cap, alloy grab-bar, and polished billet handlebar clamp.

The ProShark was first released in 2004 – when it was the first liquid-cooled, 100cc quad on the market – and it's continued to evolve over the past five years. It has always been Quadzilla's intention to offer the parents of racing kids an affordable, competitive quad that won't require house-remortgaging levels of modification. Thus, the new machine is easily the most ready-to-race version yet.

When you start looking beyond the visuals, a lot of thought has gone into improving this quad over the last 18 months. The shocks are lovely; the rear one works significantly better than the 2009 version, which is more surprising when you learn that the 2010 model costs £500 less. Scope for set-up tweaking is boosted, with 20-click rebound adjustment via thread and locknuts. We wound up the springs a little at the front and back, to about four clicks from minimum, with plenty of adjustment left for when our mini riders grow and get heavier.

Quadzilla has introduced an inlet manifold which 'steers' the carb between the frame tubes under the seat to a neatly fabricated air-box. This prevents the problem of quickly contaminated air-filters from which the 2009 model suffered. There are plenty of other little mods which make the ProShark even more ready to race: CNC billet alloy lockable axle-clamp and alloy belly-pan. In addition, a chain roller next to the final drive sprocket helps prevent the chain from being



The Walker boys, Alfie (left) and Harry (right) wasted no time setting the ProShark free from its packaging



View from the rider's seat
Youth racer Harry Walker delivers his verdict:

"Straight away, I thought the look of it was great, and I loved the colour. Dad checked it over and adjusted the shocks for me, while I got my riding gear on. I took it easy for a couple of laps, as I don't normally use a thumb throttle. Then I put it to the test. It sounds a lot noisier than my 2009 bike, but it feels quicker.

"The best thing I noticed was the suspension. I felt very confident very quickly, even when jumping quite high. Dad wound the front springs up a little, as, after half an hour, I was getting the best out of the travel. I want to try it against my '09 using a stopwatch – I think this new model is quite a bit quicker. Me and Dad had to do lots of work with my current quad, as it had electrics and lights on it. The new one feels safer from the off. Quadzilla have made the right changes, especially with all the new parts they've added."

thrown off. The engine mounts are strengthened, and there are no electrics to worry about, as the headlight has been ditched.

In my opinion, judging by this evidence, the guys at Quadzilla have listened to whoever has been racing on ProSharks. In response, they have made all the appropriate changes, making this the best out-of-the-box youth's racer money can buy. The only thing you need to add before taking it racing are front and rear number-boards.



'Quadzilla have made the right changes,' concludes Harry

With greater suspension-adjustability, the new ProShark can cope with the increasing demands of a growing youngster



Specifications:
Quadzilla ProShark R MX

- Price:** £2,699
- Engine:** Single cylinder, liquid-cooled, two-stroke
- Capacity:** 99.3cc
- Power:** 12bhp @ 7,000rpm (claimed)
- Torque:** 11.8Nm @ 6,500rpm (claimed)
- Transmission:** Automatic, CVT
- Starter:** Manual kick
- Suspension:** (F) A-arms, DNM long-travel shocks; (R) DNM long-travel shock
- Brakes:** (F) lever-operated disc; (R) pedal-operated disc
- Tyres:** (F) Kenda 20x6 – 10; (R) Duro 18x9.5 - 8
- Length:** 1,650mm
- Width:** 990mm
- Wheelbase:** 1,060mm
- Dry weight:** 123kg
- Colours:** White or black
- Contact:** 01507 522900
- Web:** www.fasttoys.co.uk



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