

Family Tree

One-time scooter and parts manufacturer, Aprilia reinvigorated the '80s and '90s lightweight market with a flurry of fantastic sporty singles

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AF1 50 (1986-1987)

49cc liquid-cooled, reed-valve, two-stroke single, 8.5bhp@9500rpm, 84kg, 60mph

Colours: white/red/blue, black/white/red

The most stylish sports 'ped of its time. Steel beam chassis, liquid-cooled motor, 12-volt electrics and fully faired styling were its strong points. The four-speed 'box is a hangover from Italian law. A £1000-plus price tag in the UK and iffy build quality let it down. The editor dreamed of owning one when he was 15. Never happened though...



AF1 125 (1988)

124cc liquid-cooled, reed-valve, two-stroke single with RAVE powervalve, 26bhp@9000rpm, 120kg, 97mph

Colours: white/blue/magenta, white/purple/red

Even with its looks and clocks stolen from a MkIII Suzuki RG250, the first AF1 is amazing, regardless of capacity. Rotax motor. Prototype had a conventional swingarm; production bike has a single-sider, beating the RC30 to that kudos in the UK in '88.



AF1 50 REPLICA (1988-1989)

49cc liquid-cooled, reed-valve, two-stroke single, 8.5bhp@9500rpm, 84kg, 60mph

Colours: white/red/purple, red/white/purple/green

Looks like a mini RC30 with its single-sided swingarm, twin headlamp fairing and dished rear wheel - Italian teenagers just wouldn't be interested in an AR50 - and good enough for 60mph in full-power spec. Still looks better than the later RS50, but youthful neglect will have taken a heavy toll.



AF1 125 SINTESI (1989)

124cc liquid-cooled, reed-valve, two-stroke single with RAVE powervalve, 30bhp@11,000rpm, 120kg, 102mph

Colours: black/purple/red/white, red/purple/green/white (replica)

Big enough - and in the right hands quick enough - to be mistaken for a 250. Indeed the Sintesi's spec easily eclipsed the 250s of the time. Single-sided swingarm, usd forks and twin headlamps elevated this 125 into true sportsbike territory. Rotax motor tuned up to 30bhp with peak power 2000rpm higher than the AF1 125.



AF1 50 FUTURA (1990-1992)

49cc liquid-cooled, reed-valve, two-stroke single, 8.5bhp@9500rpm, 90kg, 60mph

Colours: white/red/purple/green, red/purple/white, purple/yellow, purple/silver/purple/red/white

The 50 aped the 125 through its evolution, adopting the bigger Futura's looks. Five-spoke 'star' wheels, a higher-level silencer, single rectangular headlight and 290mm front disc. Now five-speed. Reggiani-rep the best looker of the bunch.



AF1 125 FUTURA (1990-1991)

124cc liquid-cooled, reed-valve, two-stroke single with RAVE, 31bhp@10,500rpm, 126kg, 103mph

Colours: white/purple/red, red/black, silver/red/green/blue, silver/black/pink
Only 125cc but it's a proper sportsbike. Dimensionally closer to a 250 than its Japanese eighth-litre rivals, and fast enough to put a 250LC or early 250 Gamma in their places (its tyres are wider than either too), the Futura is a 125 masterpiece.



RS50 (1993-1997)

49cc liquid-cooled, reed-valve, two-stroke single, 8.5bhp@10,000rpm, 98kg, 60mph

Colours: Chesterfield rep, silver, black/red, red/black/purple, silver/red/purple
Wheels revert to three-spoke (both 17in), and the styling falls in line with the bigger bikes in the RS range, themselves aping Aprilia's GP bikes. Conventional forks mimic the upside-down look. Gained a six-speed gearbox from 1997. Restyled bodywork and double-sided swingarm from 1998.



RS125R EXTREMA (1992-1996)

124cc liquid-cooled, reed-valve, two-stroke single with RAVE, 34bhp@11,250rpm, 115kg, 105mph

Colours: graphite/red, blue/yellow, silver/red, Reggiani rep, black/purple/red
All-new alloy beam chassis and braced swingarm like Aprilia's 250GP bike. Rotax-based motor squeezed even harder to give 34bhp at 11,250rpm. Hollow three-spoke wheels, 320mm Brembo disc and four-piston caliper. Big tyres - 110/70 17 and 150/60 17 help the impeccable handling. Two extra ports and a redesigned spannie from 1994.



AS125R (1985-1986)

124cc liquid-cooled, reed-valve, two-stroke single with RAVE powervalve, 26bhp@8400rpm, 107kg, 85mph

Colours: black/red/silver

Retains the STX chassis but the engine is an all-new Rotax unit ('R' in the name denotes Rotax) featuring RAVE (Regulation Aprilia Valve Exhaust) powervalve. There's a rear disc brake, too, and an AR125 style mid-fairing. A direct rival to Gilera's RV125.



STX125 (1984)

124cc liquid-cooled, reed-valve, two-stroke single, 21bhp@8000rpm, 104kg, 80mph

Colours: white/red/black

Stylistically updated ST to bridge the gap before the AS appeared. Comes with a bikini fairing, bellypan, four-spoke 'windmill' wheels, a redesigned RD-style spannie, an extra 2.5bhp and a slightly sportier set of graphics. Never officially sold in the UK.



AF1 125 REPLICA (1988)

124cc liquid-cooled, reed-valve, two-stroke single with RAVE powervalve, 27bhp@9000rpm, 120kg, 100.3mph

Colours: red/white/green, white/black/red

The '88 Replica is a lightly tweaked AF1 - the twin-headlamp fairing being the most obvious difference. Aprilia's hunger to compete and win in the ultra competitive Italian 125 Sports Production class was clear to see in the Replica.



ST125 (1983)

124cc liquid-cooled, reed-valve, two-stroke single, 18.5bhp@8000rpm, 105kg, 70mph

Colours: white, red, black

Unlike its later offerings, Aprilia's original street 125 was an ugly duckling compared to the Far Eastern opposition. Built solely for the home market, the ST is powered by a Japanese-built (Hiro) engine, features 12-volt electrics and a rear monoshock suspension set-up. Very rare, even in Italy, so one for Italophiles only.



AF1 125 SINTESI SPORT (1989)

124cc liquid-cooled, reed-valve, two-stroke single with RAVE powervalve, 31bhp@11,000rpm, 120kg, 105mph

Colours: white/green/red/blue

Not strictly an 'SP' Sintesi, but in essence a precursor to the later Sports Production models built for Italy's Sports Production championship. Tweaked top fairing with slightly smaller diameter headlamps. Fat 34mm Dell'Orto carb. Aprilia claimed 106mph top speed despite shorter 16/38 (previous year's Sintesi 16/37) gearing.



AF1 125 SPORT PRO (1992-1993)

124cc liquid-cooled, reed-valve, two-stroke single with RAVE, 31bhp@10,500rpm, 130kg, 105mph

Colours: white/yellow/red/black

The last and best of the AF1s. Pukka SP version of the Futura with fully-adjustable remote-reservoir shock, updated fork internals, new expansion chamber and carbon silencer, Dell'Orto PHBH 28 RD carb (mandatory at the time in SP racing), easy access clutch, reworked ignition and electronic powervalve mapping, and an updated cylinder. Very highly strung, but built to win races.



AF1 125 EUROPA (1990-1991)

124cc liquid-cooled, reed-valve, two-stroke single with RAVE, 31bhp@10,500rpm, 110kg, 92mph

Colours: wine red

Naked roadster version of the Futura which unlike some other de-faired race reps, like Suzuki's TV250, suits its stripped back style. Shares its 31bhp single-cylinder motor with the Futura and will sprint to over 90mph if you tuck in and keep it pinned.



RS125R SPORT PRO (1993-1997)

124cc liquid-cooled, reed-valve, two-stroke single with RAVE, 35bhp@11,250rpm, 112kg, 105mph

Racing homologation model that made it to Britain in 1997 as the base model for Superteen Racing. Kickstart only, remote reservoir rear shock, Marchesini wheels. UK bikes came only in silver, and by then had the updated RS250-style twin headlamp fairing and air intakes. Very rare, but very trix.