

## ROAD TESTS OF NEW MODELS

# 60 c.c. Puch Cheetah Mark 2

## Austrian Ultra-lightweight Packing a Man-size Punch

OVER the years, the Puch concern of Austria has built a world reputation for reliable, peppy, beautifully manufactured two-stroke machines. And the 60 c.c. DS60R Cheetah Mark 2 does more than merely live up to that reputation. It adds to it. Sleek and well rounded, the model is one of the smartest lightweights anywhere. It is not only that the face is pretty—for under the polished light-alloy cooling cowl lies a power unit with real punch, an engine that heavily underlines development progress in recent years.

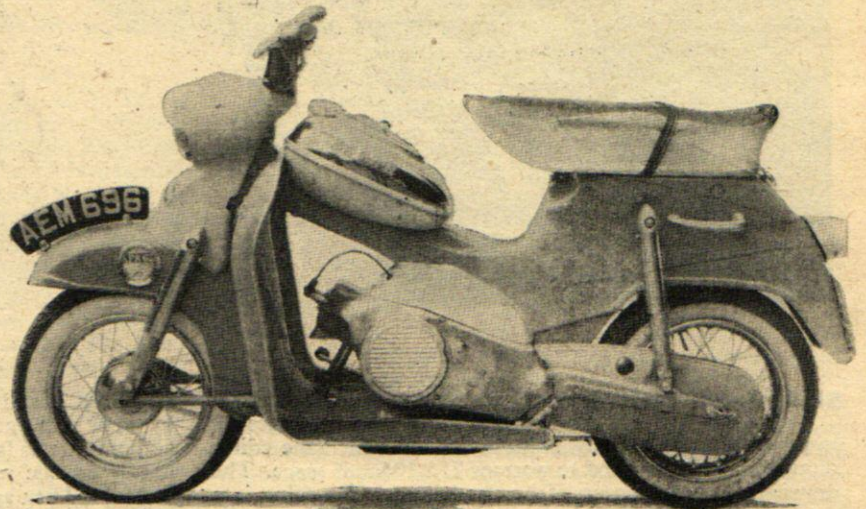
In keeping with current practice, the frame is of pressed-steel, spine type, and the deeply valanced mudguards are of the same material. The rear pressing is cleverly styled to provide a commodious luggage compartment beneath the dual-seat, secured at the rear by a thumbscrew and rendered virtually thiefproof by a lock at the side. Another lock is provided at the steering head.

Pivoted-fork springing fore and aft, controlled by oil-damped, telescopic units, ensures first-class roadholding. But the suspension was hard enough to qualify for the term "sporting" and the model was over-frisky when ridden on rough-surfaced roads.

Starting was simplicity itself. Petrol on, automatic choke pushed home, and a couple of gentle prods on the push-starter (kick-starter is too harsh a term) and the engine was turning over quietly, and ready to go. And go it did. A genuine 30-35 m.p.h. cruising speed could be maintained under all but the most severe conditions. And, what's more, this performance was very little less spectacular when a 12-stone pillion passenger brought the total load to 25 stones.

In fact, with that cargo, the Cheetah climbed a 1-in-8 gradient, in bottom gear, with ease. One up, it made a mockery

of a 1-in-6 hill, which was climbed at a steady 15 m.p.h. in second. With such pulling power, a top-speed figure becomes purely academic. Suffice to say that the speedometer needle could be pushed well past the 40 m.p.h. mark under only slightly favourable conditions. In town traffic the machine was equally impressive. Its short wheelbase and small-diameter



wheels earned it top marks for manoeuvrability in the heaviest traffic, while the brakes were good enough to cope with any emergency. The back wheel could, however, be rather too easily locked.

The gear ratios are well chosen in relation to power characteristics. Gear changing was by handlebar twistgrip and was reasonably smooth. The gears en-

gaged, however, with that slight "clunk" characteristic of continental models. The handlebar layout is neat and practical embracing as it does a cluster containing horn, engine cut-out and the light switches conveniently located for operation by the left thumb.

Set in a handsome casque, blending nicely with the handlebar cover, the headlamp provided adequate illumination for night cruising at 30 m.p.h. The shapely, pressed-steel legshields and floor furnished first-class weather protection and only a raincoat was needed to combat the light rain encountered during the test. A pair of lightweight over-trousers could be stowed away in the luggage compartment, to meet heavy rain.

As is so often the case with light models, the horn emitted only a feeble squawk; and the neat and efficient silencer discharged directly on to the rear wheel, leaving a film of oil on the rim and the tyre walls. Apart from these, what criticisms remain? The answer is none.

Smartly finished in a two-tone light and dark grey, the Cheetah exudes an air of luxury.

### SPECIFICATION

**ENGINE:** Puch 60 c.c. (42 x 43mm) fan-cooled two-stroke. Cast-iron cylinder barrel with light-alloy head. Compression ratio 8 to 1. Petroil lubrication; ratio 25 to 1.

**IGNITION and LIGHTING:** Bosch fly-wheel magneto with direct-lighting coil. Twin-filament headlamp bulb.

**TRANSMISSION:** Three-speed gear box in unit with engine; twistgrip control. Gear ratios: bottom, 22.5 to 1; second, 13.85 to 1; top 8.72 to 1. Two-plate clutch in oil bath. Primary drive by helical gears; final drive by  $\frac{1}{2}$  x 0.205in chain in pressed-steel case.

**FRAME and SUSPENSION:** Open spine-type pressed-steel frame. Pivoted-fork springing front and rear, controlled by oil-damped, spring-loaded telescopic units.

**TYRES:** 3.00 x 12in front and rear.

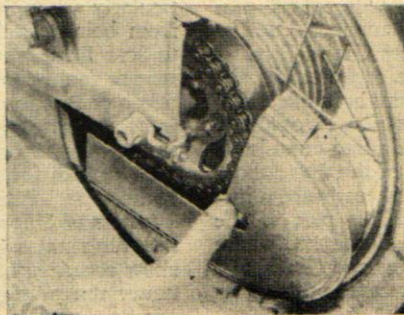
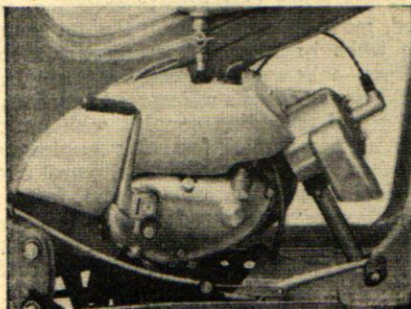
**WEIGHT:** 138 lb.

**PRICE:** £82 16s; with purchase tax (in Great Britain only), £99 17s 6d.

**ROAD TAX:** £1 a year.

**CONCESSIONAIRES:** Ryders Autoservice, 215-217, Knowsley Road, Bootle, Liverpool 20.

Left: Quickly detachable pressings smooth the contours of the power unit and add to cleanliness. Right: Removal of two bolts frees the rear of the chaincase for transmission inspection



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