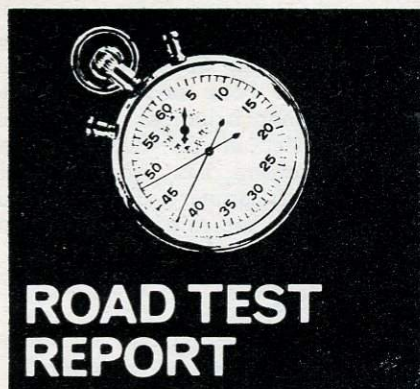




PUCH 60 c.c. Scrambler

EVERYWHERE we took the *Puch Scrambler* it was stared at, studied and occasionally fiddled with by passers-by. This wide interest and the fact that it only has a 60 c.c. engine were part of the reason for its inclusion in *P. & P.* Also it is one of the batch of *Puch* machines from Austria that Ryders Autoservice are launching on the British market in a new sales drive. Among them is a new version of the 150 c.c. *Alpine* scooter.

Designed for cross-country work, the *Scrambler* is also fully equipped and prepared for normal road use. It has a single cylinder 60 c.c. two-stroke motor modelled on that of the popular *Cheetah* and renowned for its amazing pulling power and high revs. This version develops $4\frac{1}{2}$ b.h.p. at 7,200 r.p.m.

In unit with the engine are the 3-speed gear box and kickstart, the disc clutch and the flywheel magneto. The magneto incorporates a blower fan forcing air across the cylinder fins through a cowling.

Clutch, primary drive and gear box all run in the same oil bath and all the bearings are ball or roller type.

The chain final drive is totally enclosed in a plastic chain case and the



Above: Don Noys on the *Scrambler* takes deep mud and (Opposite page) loose gravel at speed.

Below: Essential parts are quite accessible. Note large air cleaner box



rear swinging arm moves quite independently of the engine.

As lightness is a main factor in a scrambling machine (the *Scrambler* weighs only 147 lbs. with full tank) the framework is very simple. It consists of welded tube, web-reinforced at points of stress, and it carries a strap-on knee-grip fuel tank, a long seat (almost big enough for two) and a tool box. A steering lock is standard.

Suspension at the front is by telescopic forks with $3\frac{1}{2}$ inches movement, and at the rear by short telescopic forks controlling the swinging arms. For road work standard tyres are fitted front and rear to the 23-inch wheels.

The 6-volt lighting includes a large headlamp with dipped and main positions, and a stop light.

Mud test

To test its scrambling prowess we handed the machine over to London dealer Don Noys, well-known in the scooter scrambling world. Don spent an afternoon on it on a bit of rough



ground that has everything a scrambles course is likely to include—steep climbs and drops, mud, loose shingle, water-splashes and pot-holes. At the end of the day he didn't want to hand the bike back and had almost nothing but praise for it.

His only point of criticism was the excessively high rear mudguard which, with the tail lamp and number plate, got very much in the way when hopping on or off quickly. These impediments would, of course, be removed for competition work. He also regretted the lack of a trials tyre on the rear wheel, a fact easily remedied. Without it, the going on mud was rather difficult. Ball-ended control levers and an exhaust pipe shield would be improvements.

On the credit side were the excellent suspension and the very low weight. Neither suspension was bottomed during our tests, even after a very fast leap. What we thought at first was the front forks bottoming proved to be the mudguard striking the headlamp. Pointing the lamp upwards cured this.

The light weight made the rider very much master of the machine and often a quick twist of wrists and body would bring the bike upright from practically impossible positions.

As for engine power, the b.h.p. figures show that it pulls best at high revs. This meant plenty of low gear work and only first and second were used on the rough stuff. As a result there was always plenty of power in hand and it was difficult not to let the bike run away with itself. To quote Don Noys: "I thought about changing gear for one steep bank but was up and over the top almost before I realised, the engine making apparently little effort".

On the road

Comfort is a major criterion of a road machine, and the *Puch* scores here on two points: it has a large soft saddle with plenty of room for changing position on a long journey; the long movement of the suspension units, front and rear, means a soft ride over even bad road surfaces. Add to this its motorcycle road-holding and positive steering and the result is a machine that is a delight to drive in most conditions.

For regular road use, a mud flap or leg-shields would be invaluable, and a more substantial horn than the odd little klaxon provided. We found the handlebar grips a little harsh unless used with gloves.

As on rough ground, the gears come

in for a lot of use but the *Puch* can make some extremely rapid get-aways from standstill and easily reaches its cruising speed on the flat of around 40 m.p.h. The left toe-operated gear lever responds immediately to even modest jabs. Top speed is in the region of 45 m.p.h. The engine is very free running, allowing easy kickstarting and giving immediate response to throttle openings. During the test it used a gallon of fuel about every 85 miles.

Lighting is adequate for normal conditions and both brakes are reasonably good stoppers.

This is not a machine for two, or a machine for carrying heavyweights. But as a lively road machine with the ability to provide a lot of fun if required, it is tailor-made.

The *Puch Scrambler* must be the answer for many novice riders who want the attractions of a big, fast bike when still at the moped stage. They can have their speed and fun on a track and still have a modest and easily-handled bike for riding to work.

On the other hand, a trials expert would probably find that he could consistently win under 100 c.c events on such a machine, using its lightness, stability and power to their full extent. Any rough-riding enthusiast can have economical sport by investing in a bike that he can use for day-to-day riding during the week and can take on the track at weekends. With a *Puch Scrambler* he can have his cake and eat it.

SPECIFICATION

Engine :

Blower-cooled, single-cylinder two-stroke with reverse scavenging. Bore, 42 mm.; stroke, 43 mm.; capacity, 59.6 c.c. Compression ratio, 8 to 1. Dev'ops 4.5 b.h.p. at 7,200 r.p.m.

Transmission :

3 plate disc clutch running at crankshaft speed, 3 foot-operated gears; clutch, primary drive and gear box running in oil.

Electrics :

Flywheel magneto with lighting coils and brake light coil. 6-volt headlamp with two beams, tail and brake lights.

Frame :

Light torsion resilient tube frame with

reinforced handlebars, large saddle, sports-type fuel tank (1 $\frac{3}{4}$ -gals.) held by leather straps, tool box, tyre pump.

Suspension and wheels :

Telescopic forks front and rear, with swinging arm at rear. 23-ins. wheels fitted with standard 2.50-ins. tyres. 4-ins. finned hub brakes.

Weight :

147 lbs.

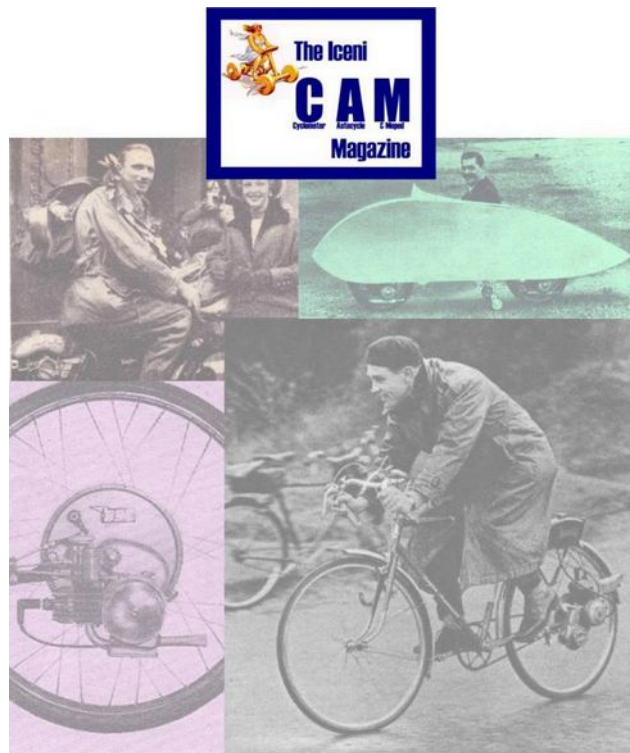
Price :

£122 10s.

Concessionaires :

Ryders Autoservice (G.B.) Ltd., 215 Knowsley Road, Bootle, Liverpool 20.

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