

VARIETY makes life interesting . . . including our job of reviewing and testing scooters. Our usual problem is to avoid getting 'used' to machines, because, in many cases, there isn't much to choose between them. They often respond in the same way, do the same job, and are all good well-built machines. As our Editor said recently, we tend to run out of superlatives.

Yet here is a machine from a different country, with a different type of engine, springing, performance, wheels and design to the 'usual'. It is the 60 cc. *R60R Puch Pony*, from Graz, in Austria, and it's their first streamlined light-weight scooter, following the earlier '*Cheetah*'.

Extensive use of plastics is incorporated in its neat, clean lines. Engine access doors, front mudguard, steering housing, headlamp nacelle, rear chain-case and fuel tank top-cum-toolbox are made of this material. The frame is like the bottom half of a conventional motor cycle. A single, heavy-weight tube runs from steering head, under the footboard and up to the passenger seat, supporting engine and bodywork on a series of built-on lugs.

Still like motor cycle practice, the swinging arm rear suspension works independently, the fully enclosed rear chain being its only connection with the engine gear unit. The leading, Earles-type swinging arm on the front is similar, being supported on a pair of maintenance free telescopic units.

Full-width, pre-packed alloy hubs and brakes fill the centres of the fully-chromed and spoked non-interchangeable wheels. Standard tyres are 3.00 by 12 inch, white-walled. The sheet steel bodywork has plastic doors over the engine gear unit. Near side for fuel and cooling fan; offside for carburettor and gearbox filling. A forward



facing hole gives access to sparking plug.

Under the hinged dualseat which contains a tyre pump in clips, rests a heavy plastic tray with a clip-on cover. A first class kit of tools fits into it. Under the tray, the fuel tank holds just over one gallon with reserve. Behind the dualseat, a chrome carrier includes a parcel clip which will even carry a spare crash helmet; useful when fetching a passenger from his work. The legshield is of sheet metal, edged with plastic. Steering lock and key is fitted.

But the outstanding feature of the *Pony* is the well-designed and powerful two stroke engine unit, a development of the *Cheetah* scrambler motor. With a compression ratio of 10.5 to 1, it claims a brake horse power of 3.8. The cylinder head is of light alloy with an iron cylinder; bore 42 mm.,

stroke 43 mm. giving a displacement of 59.6 cc. A *Bing* carburettor with air filter supplies a 4% petrol mixture to the reversed scavenged engine. The choke, manually operated from the right handlebar, only needs closing once for cold starting; it opens automatically with the throttle. A forward operating kick starter is placed rather high on the offside.

The operating cable to the multi-plate clutch, which runs in oil, is conveniently placed on top of the primary drive casing. Also on this cover, are a large nut, hiding a second clutch adjuster, and separate oil filler, level and drain plugs. Ignition and lighting are by *Bosch* flywheel mag-dynamo, with an external coil to boost the sparks. An easy-to-see terminal block is fitted behind the nearside access door; useful when servicing electrics.

Puch 60cc Pony

The 25/25 W. headlamp, using direct lighting, blends into the enclosed handlebar, along with a non-illuminated 60 m.p.h. speedometer. In the right thumb position, a switch cluster, also contains horn and engine cut-out buttons. The rear lamp, which is rubber mounted and shock proof, incorporates a brake operated stoplight.

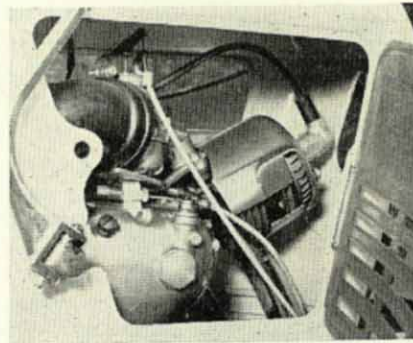
Unique in many respects, the *Pony* requires no 'expert' handling. Our tester, collecting it from the office, rode it away into the rush hour traffic without any special instructions from us. We just warned him that the well-marked handlebar control to the three speed gearbox worked in the opposite way; forward for bottom, back for second and top; and off he went.

Perhaps the most important feature of the *Puch* is that it runs 'on the megaphone'. In other words, power is sweet and low until a certain number of revs are achieved, when, without any further movement of the twistgrip, the machine positively surges forward. This is mainly due to the design of the megaphone-type silencer. The *Pony* will wobble gently through a traffic stream on low revs, but at over 18 m.p.h. in second and about 31 in Top, it snarls . . . and accelerates . . . like a cheetah. Consequently, rapid starts from traffic lights, or after Halt signs, are possible, enabling this little machine to keep pace with modern traffic.

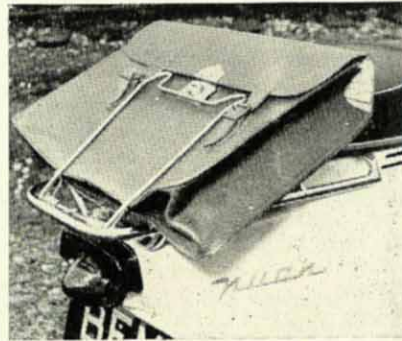
There is another side however. With two up, we could climb a local hill 'on the megaphone' at a nippy 23 m.p.h. in second; but, when traffic slowed us to under 18 m.p.h., the speed could not be regained and we had to revert to an 8 m.p.h. in bottom gear instead. A four speed gearbox would help here.

The springing is firm but not uncomfortable and the machine handles well on rough ground. It feels safe in dry weather, but we weren't so

confident on wet roads. It felt slightly top-heavy, like riding a pedal cycle.



Door to oil filler plug and clutch adjuster is removable



We liked this clip but not this footboard



Braking was good in all conditions and there was no diving forward when the front brake was applied. The lights were easy to use, with Head, Off and Dip, all on one button. The beam was quite enough for the top speed of about 43 m.p.h., but without a battery, it took the 18 watt stop light some little time to glow, when the brake was applied.

Amongst the things we would like to see improved on this otherwise interesting model is the awkward handlebar choke lever which gets in the way of the gloved thumb; and the too-weak spring at its carburettor end, which won't return it. The curved right legshield edge, whilst keeping the spray away from the foot, also traps the toe when it is time to apply the footbrake. There is just no room on the right footboard for engine cover, legshield, brake pedal . . . and a foot.

The stand, too, needs lugs welding on so that a foot can find it in the dark, . . . from either side. At present, it can only be used from the left. Our final 'drip', is on the sequence for running out of fuel, . . . in traffic. It goes like this:— Pull in to roadside; put bike on stand; remove glove; fiddle with little door catch; open door; turn fuel tap to reserve; close door; fiddle again with catch; put glove on; push off the stand; kick off, and ride away. We would rather reach down, and catch the dying revs with a quick turn of the reserve tap, and hear the engine pick up again immediately.

We would say though, that when you do open the engine door, just take a peep inside and see what a wonderfully prepared and polished engine you possess. Close it again, and you've got a scooter that is different: lively, clean and powerful.

(continued overleaf)

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