

EVERY two or three years, the Puch organisation invites the British scooter and Motor Cycling Press on a three-day visit to Austria.

The object of the visit is usually threefold—The Puch people are by nature a very hospitable crowd and like to keep in touch with the British Press. They also like to show us the latest production methods in operation at their works in Graz, of which they are justifiably proud and finally, they invariably have something new to show.

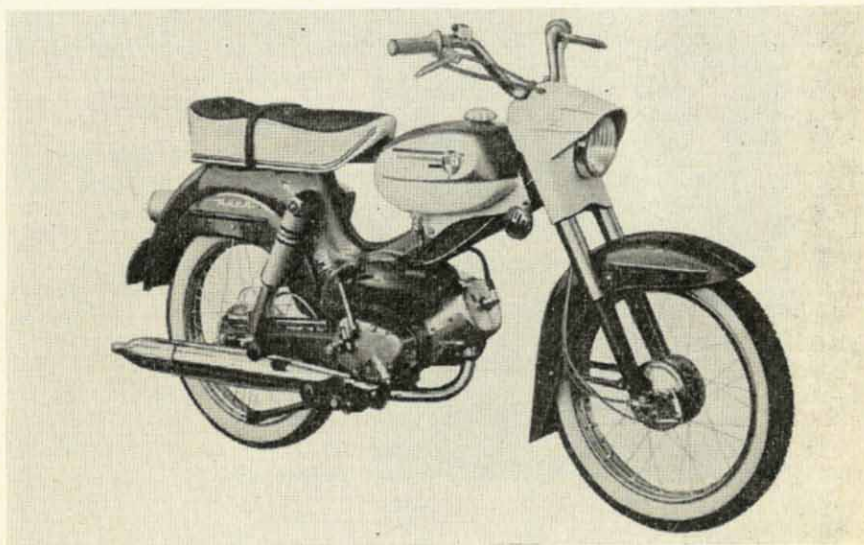
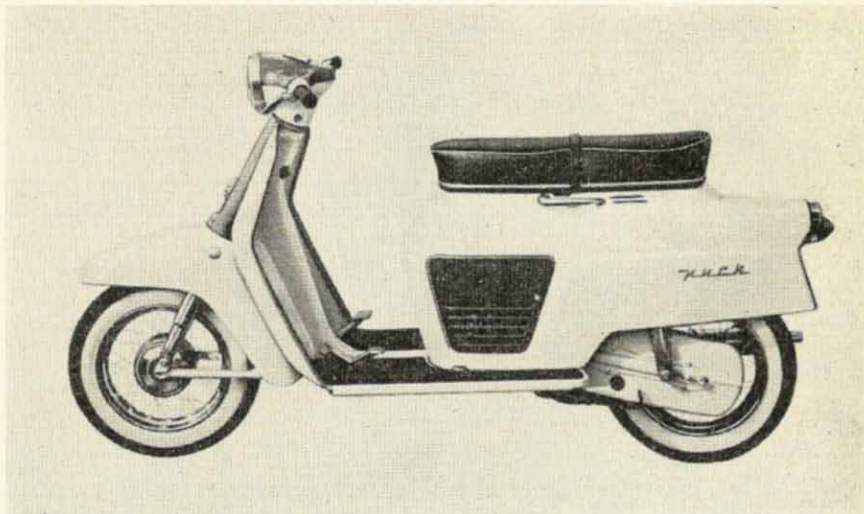
Under the most efficient care of Jim Dixon, Managing Director of Ryders Autoservice (G.B.) Ltd., who are U.K. concessionaires for Puch, some fifteen journalists visited Graz at the beginning of October, enjoyed the afore-said hospitality, toured the works and saw three new machines. The works at Graz is one of the four large factories which comprise the Steyr-Daimler-Puch organisation and is a model of planned efficiency in production, turning out a daily quota of 765 Bicycles, 320 Mopeds, 20 Scooters and Motor cycles and 20 small cars.

One very great difference from the average British factory is the complete absence of "pin-ups". The walls have ample pictorial decoration in the form of coloured scenic pictures of typical Austrian mountain scenery—but no "pin-ups" as we know them. I never found out why.

The three new machines which will be shown on Ryders Autoservice stand at the Motor Cycle Show in November should have quite an impact on the British market next year.

The first is the Puch R.60 which is a Lightweight Scooter designed to carry two persons. It has a 60 c.c. Puch, kick-start, 2-stroke, single cylinder engine. A three speed gear box with twist grip change. Helical gear primary drive and final drive by fully enclosed chain. The frame is single steel tube, with swing fork front and rear suspension and the wheels are 12". Anticipated selling price to be around £105.

The second machine is the Puch V.S. 50 D.S. a single seat sports moped fitted with pedals. This machine has a 48.8 c.c. 2 stroke single cylinder engine. Three speed gear box operated by handlebar twist grip. Helical gear primary drive by fully enclosed chain. The 23" wheels are fitted with 23 x 2.25 tyres. The frame is pressed steel with telescopic front forks and swing-



Top: The new lightweight scooter, the Puch R.60. It has a 60 c.c. three-speed engine.
Above: The 50 c.c. light motorcycle

Three winners from Puch

ing fork rear suspension with telescopic damper. The sports type fuel tank has a capacity of 2 gallons. This machine was originally designed for the Netherlands market and its anticipated selling price in the U.K. will be under £90.

The third machine is the Puch X.30 moped which is to supercede the M.S. 50V.

The X.30 has a 49 c.c. Puch 2 stroke

single cylinder engine with a 2-speed gear box operated by handlebar twist grip control. The tubular frame has oil damped front telescopic suspension and the 23" wheels are fitted with 23 x 200 tyres. Fuel tank capacity is 3/4 gallons. Estimated U.K. selling price £68.10.0d.

A good range of machines which should prove popular.

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