

CYCLE

CC
02 795
S&L

U.K. 35p

ILLUSTRATED

MARCH 1975 \$1.00

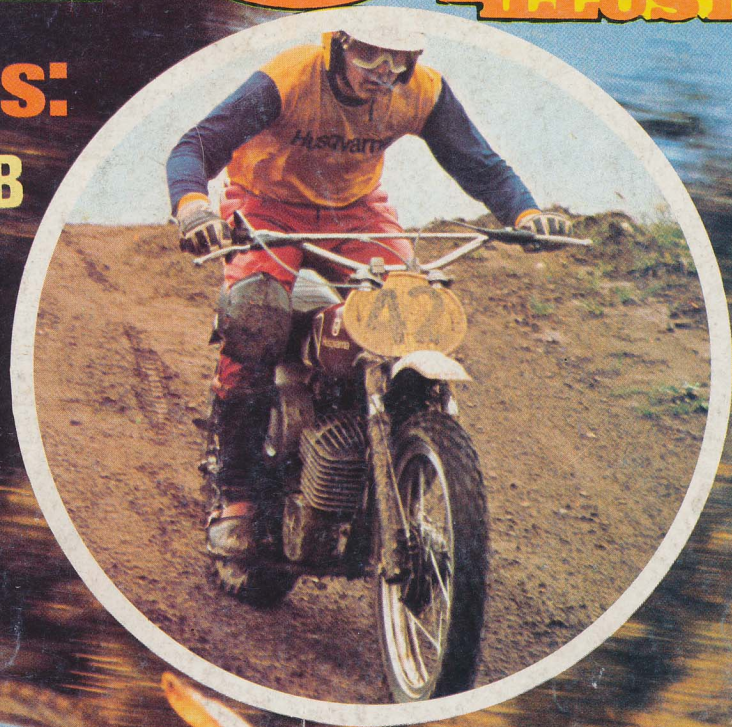
Track Tests:

**YAMAHA 400 B
ENDURO**

**HUSQVARNA
360 CR**

**PUCH 175
ENDURO**

**YAMAHA
175 B MX**



*HUSKY'S
NEW 360
MIKKOLA
REPLICA*



**FARLEY ON
TRIALS**

**THE AMAZING
LAMPKINS**

**BARSTOW-VEGAS
FREE-FOR-ALL**

**RAPID TRANSIT—A
RACER FOR THE
STREET**

MYRON FASS
STANLEY R. HARRIS
Publishers

IRVING FASS
Executive Director

GREGORY GORE
Editor

ROY MOSNY
Editorial Director

TERRY PRATT
West Coast Editor

DOUGLAS MELLOR
Contributing Photographer

ARNOLD KATZ
RICHARD RENSTROM
DAVE GOOLEY
CHARLES SELF
MARCIA MACDONALD
GLEN DONZE
U.S. Contributors

FRANK MELLING
English Editor

JOE D'AMATO
Art Director

ARNOLD SCHNITZER
Editorial Production

PATRICK CALKINS
Art Editor

ELAINE GIORGIO
VICTOR MADERO
FRANK LOEBER
Art Assistants

HERBERT T. LEAVY
Publishing and Advertising
Director
257 Park Avenue South
New York, New York 10010
(212) 777-4200

RON RENZULLI
Assistant Publisher

DOLORES RANKIN
Assistant Advertising Manager

ALBERT D. SHONK
West Coast Representative
3156 Wilshire Blvd.
Los Angeles, California 90010
(213) 388-2981
681 Market Street
San Francisco, California 94105

BOB CALDWELL
Advertising Production Manager

PHYLLIS COLETTI
Subscription Manager

HARRIS HONICKMAN
Newsstand Circulation Director

CYCLE

MARCH 1975

VOL. 8 NO. 5



TRACK TESTS

- 18 **EXCLUSIVE TEST: HUSQVARNA'S NEW CR 360**
Serious racers take note—Husqvarna is producing an out-and-out Mikkola replica racer for 1975.
- 24 **YAMAHA 400 B**
The old 360 is replaced with better looks and more performance without sacrificing its dirt-worthy characteristics.
- 30 **PUCH 175 ENDURO**
A spirited woods bike for fun-loving woods riders, but serious enduro riders had better look elsewhere.
- 36 **YAMAHA 175 MX B**
Sound and fury plus a lot of action from this mid-displacement racer, a scramble-track racers cup of tea.

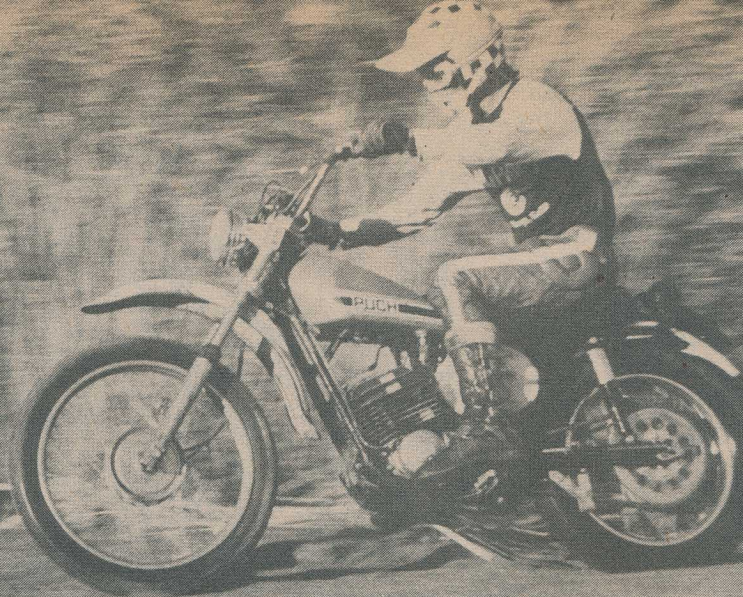
FEATURES

- 4 **ANATOMY OF A STUNTMAN**
Making good bucks as a Hollywood cycle stuntman takes more than just sheer guts.
- 16 **PRODUCT TEST: UNIFOLD TIE-DOWN RACK**
The hot set-up for vansmen who aren't pit mechanics.
- 42 **THE AMAZING LAMPKINS**
Meet the first family of trials.
- 46 **FARLEY ON TRIALS**
Suzuki's go-slow wizard gives lessons.
- 48 **RAPID TRANSIT**
When your mind turns to asphalt, here's the machine to get you from point A to point B quickly...VERY quickly.
- 52 **BARSTOW-TO-VEGAS**
The annual cactus-buster's bash that keeps the whole West Coast dirt bike service and parts departments in business.
- 58 **LEARN TO RIDE**

DEPARTMENTS

- 8 **CHAIN REACTIONS**
- 12 **MELLING'S MOTOCROSS**
- 56 **NEW PRODUCTS**
- 64 **LITERATURE LIBRARY**

CYCLE ILLUSTRATED is published bi-monthly by Modern Day Periodicals, Inc., 257 Park Avenue South, New York, N.Y. 10010. Individual copy price: \$1.00. Submission of manuscripts, photographs and/or illustrations must be accompanied by stamped, self-addressed envelopes. The publisher assumes no responsibility for unsolicited material. Copyright © 1975 by Modern Day Periodicals, Inc. All rights reserved under International and Pan American Copyright Conventions. Reproduction in whole or in part without written permission from the publisher is strictly prohibited. Subscription rate in U.S.A. and Canada: \$6.00 per year. Printed in U.S.A.



The Puch is built to withstand the rigors of hard trail riding.

PUCH 175 ENDURO

It's a great fun bike, but it's not for those who take their enduro riding seriously.

Keeping the wheel up helps keep the rider dry. It is easy on this machine.

The Puch 1975 enduro is at home in the water.



A very stark line—the 1975 Puch 175 enduro.

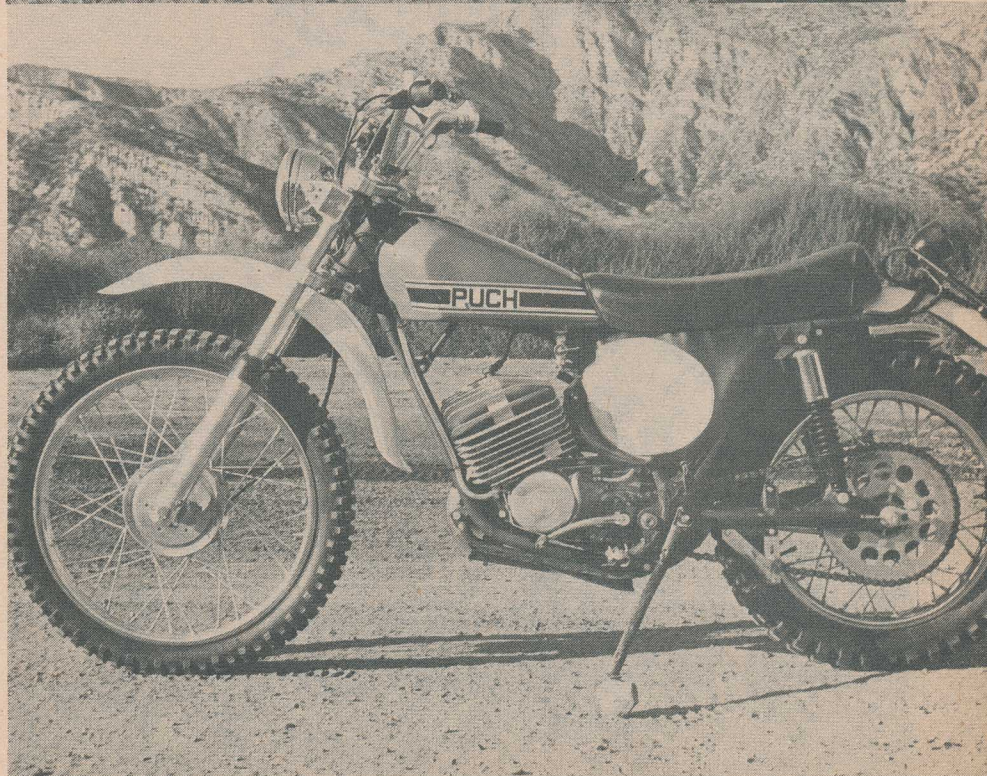
■ “Endure, to harden, hold out, last, 2) to stand, bear, undergo.” That’s how Webster’s defines the word endure. Now the trick is to find a motorcycle that will meet these characteristics. We may have found one, and then again, maybe not.

The Puch factory, known for its small bore motorcycles and its expertise in the development of never-stop super-quick engines, has developed quite a reputation for itself as a top builder of such mechanisms. For 1975, Puch features in its line two basic engine units, around which they have designed a number of extras for any application the racer or road rider may have in mind. Both their 125cc and 175cc machines this year can be bought from the factory as motocross racers, enduro machines or plain street machines with turn signals and all the other legal paraphernalia.

We visited the Indian Dunes Motor Park in Valencia, California, recently for a close look at two of the new Puchs, the 125 MX and the 175 Enduro. With us on the jaunt was Jeff Wright, the young California hotshoe who has been taking the small cc categories by storm on his semitrack 125 MXer. Wright also knows good machinery when he rides it, and he came along to tell us about the 175 Enduro bike and answer any questions we might have.

The 175 resembles one of two things (we could not quite decide which: 1) a street motorcycle that was saved from becoming a racer, or 2) a racing machine that was adapted to do some street riding. The 175 is only an unbelievably 10 pounds heavier than the 125 MX machine. In these 10 pounds Puch has managed to include a tail light, a head light, and a speedometer with a trip meter, along with reflectors on the front forks. The machine retains the same frame as the 125cc MX model, yet packs a bigger wallop with a 50cc larger engine producing four extra horsepower.

Puch does not have a world famous reputation as far as enduro riding goes. However, in the past few months even Maico has developed a serious enduro machine (at least the factory claims it is serious about it) so it was only natural for Puch to attempt to climb on the bandwagon, albeit in a big way. However, we are not sure, after our first glimpse at the new bikes, exactly how big the Puch enduro will go over with



The profile Puch—note rubber mounted lights.

American riders.

Enduro riders are a different breed from the motocross people, and they demand different types of machinery. They have no pit crews close by, and often enduro courses are just as demanding if not more so, than a regular motocross course. We were impressed by some of the equipment on this Puch. We simply do not feel that American enduroists will take the machine seriously, but it is a matter of time and testing until we know for sure.

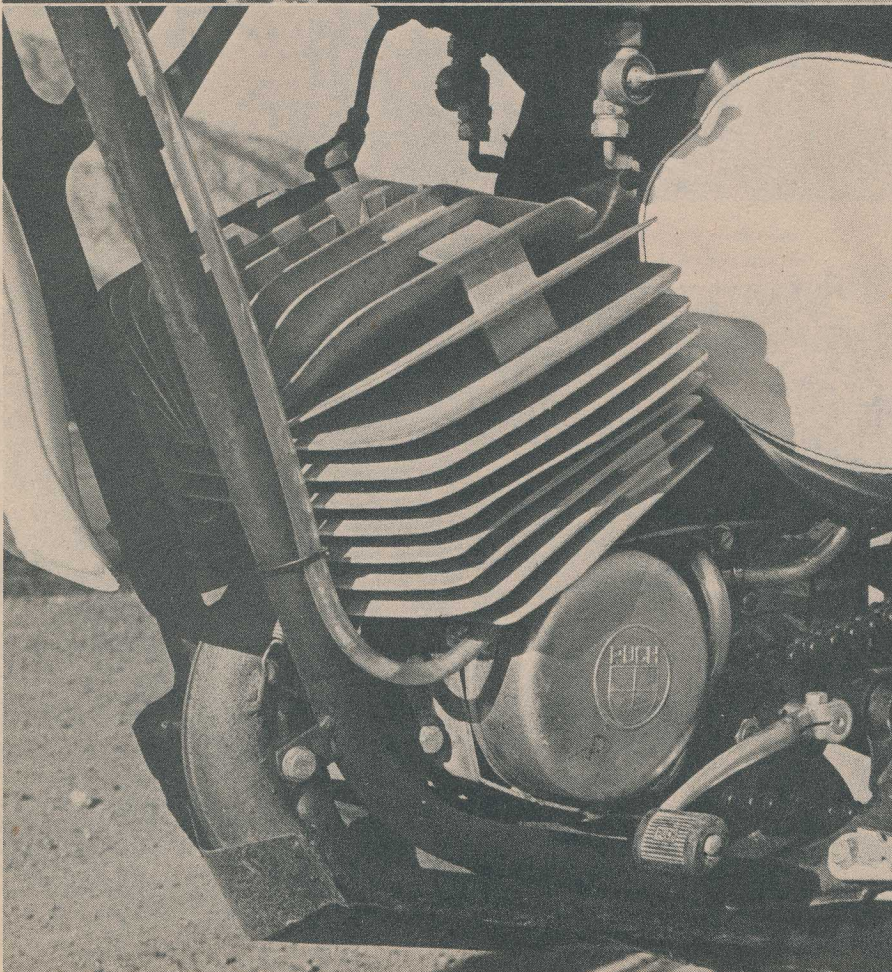
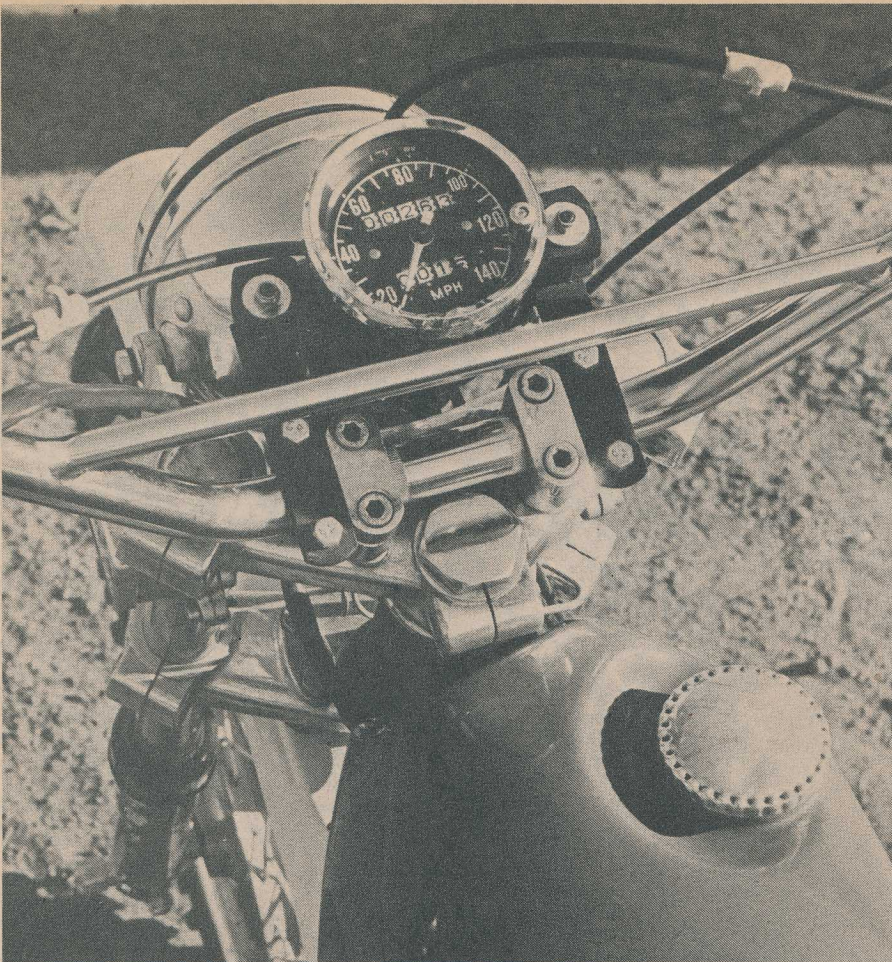
All good enduro bikes need a speedometer and a tripmeter up front. The people at Puch figured this one out, and installed a VDO speedometer on top of the forks in a rubber bracketed casing affair. The general idea was good, but then somebody at the factory had to go out and buy a bunch of speedometers that went all the way up to 140 (yes, 140!) miles per hour. Now, what good is that going to be on a 175? I mean, let's be reasonable, guys. The high speed that can be covered on the speedo does not allow the rider to make determinations about low speed situations. There is not enough detailing between marked mph listings. The speedo also incorporates an odometer and a resettable tripmeter. As we said, the entire affair (which lights up with the headlight) is mounted in rubber brackets, and took quite a beating on the day we ran it.

The headlight incorporates both low and high beams, and the headlight lens is also rubber mounted, keeping both water and heavy shocks away from the bulb.

The rear stop light is mounted, again on rubber, but this mounting also becomes a license plate or number plate holder. Remember the old days when an old cut out inner tube had to suffice? Well, Puch has cut the inner tube for you. Now you pay for it, but it is guaranteed. In fact, the rear lamp took quite a beating during our test, and it never gave a hint of quitting on us.

The entire electrical system runs off the magneto. The spark for the machine is provided by a 35-watt Bosch transistorized ignition system, which is standard this year on all the Puch models we've seen and is one of their finer points. The Puch's, especially this 175cc model, always did well and were a pleasure to start.

The single cylinder two stroke engine



The radical fin head keeps the hard working engine cool.

The front end is superb, possibly the bike's best feature.

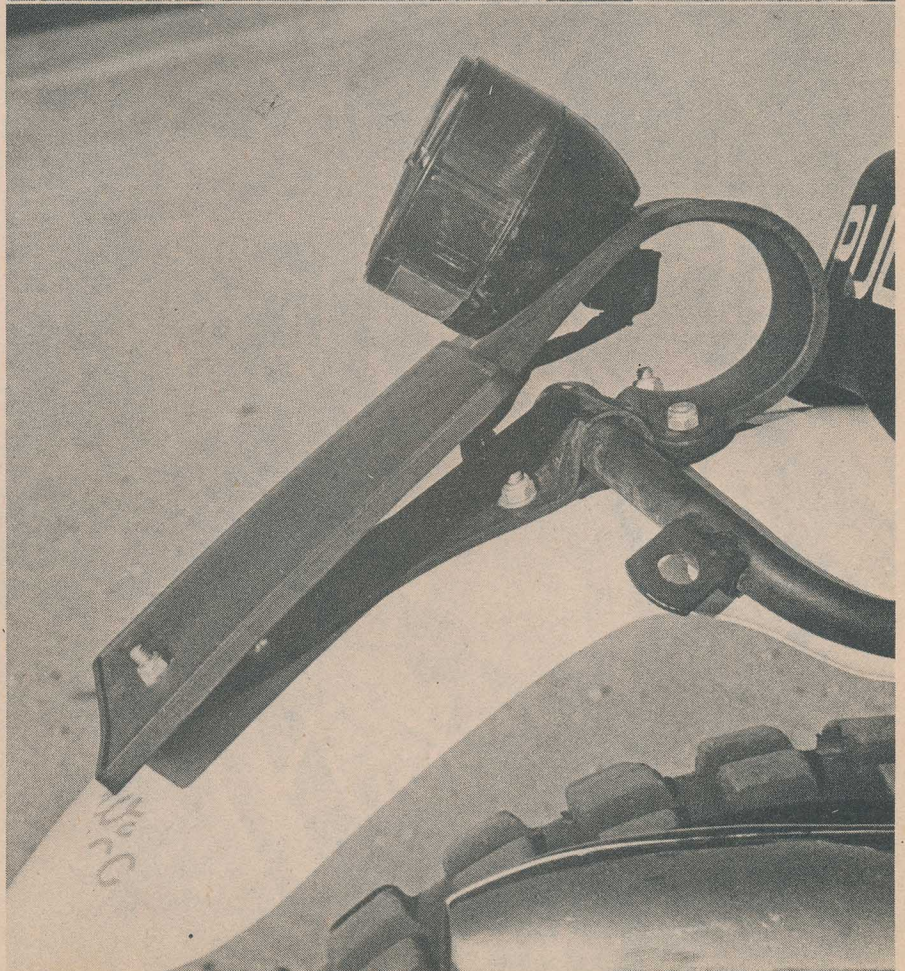
is completely similar to the 125cc in all design characteristics. From the radial fin, sunburst design head to the five-speed gearbox, the Puch 175 and the 125 are one and the same. This 175 produces 27 horsepower at 9,000 rpm.

As we have found with other Puchs, the secret, if it can be called that, comes in riding with the throttle wide open and in controlling speed with the gearbox. The 125 Puch MXer we have ridden was specially prepared for Grand Prix racing, and this was even more so with the 125 than with this enduro bike. Yet we still found that with this 175 the "WFO" style of riding seems to apply. The engine is a bit more responsive than we expected at the low end, yet we doubt if it has torque enough to compete with serious enduro machines.

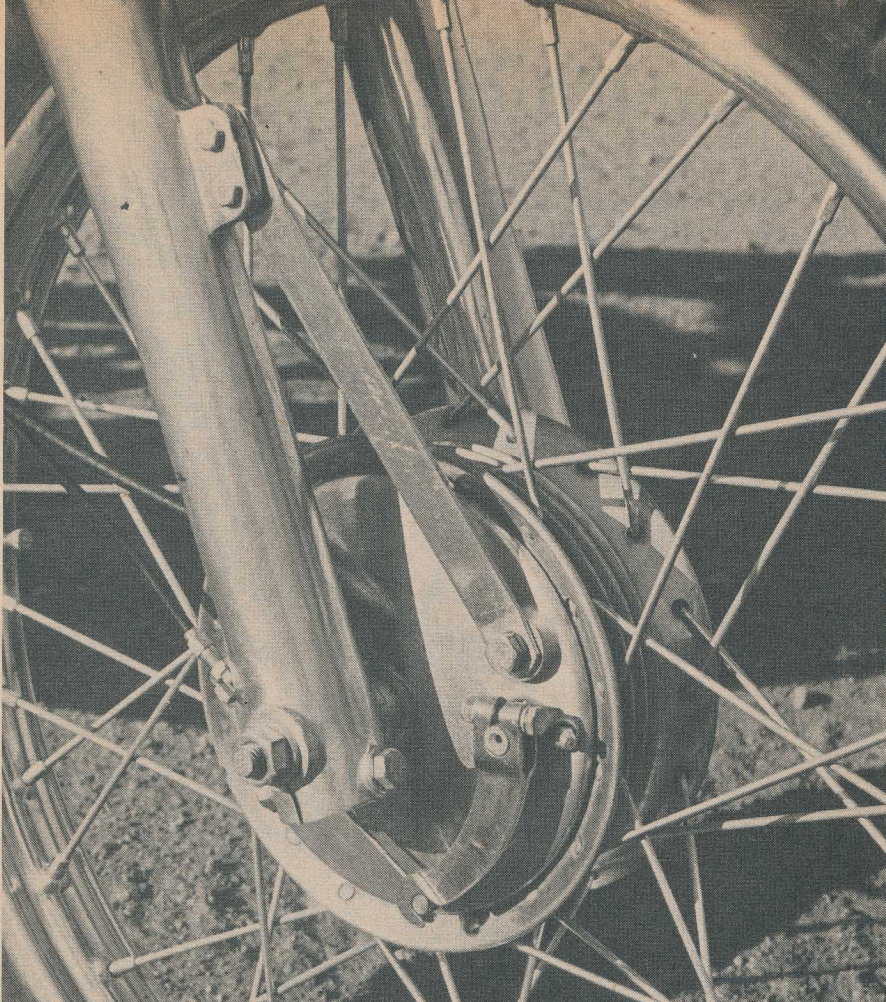
Suspension on the machine seems to fit the bill. Up front, Betor telescopic shocks do the job. Betors are, if not the best, then among the top five, of all suspension systems made. They are strong, durable and dependable. In the rear, the 175 enduro relies on Girling shocks, which are rebuildable, with a spring weight of approximately 70 pounds. Although the Girlings may fade after a hard day, we would recommend they be left on. Any additions to a motorcycle, unless done by a professional tuner for strict racing purposes, generally tend to slow down a machine. If you are not enduro riding for money (and I haven't met anyone yet who does) it is better to leave the suspension and engine alone. It makes a pretty good combination the way it is.

Among a few other unnecessary things on the machine are twin fuel petcocks. Power is supplied to the engine in the form of fuel and air mixed in a Bing 32mm carburetor. The Bing uses the archaic "tickler" method for starting cold engines. We always liked a good old fashioned choke, but perhaps we have been spoiled by our Japanese friends and their carburetors. Whatever the case, a little experimentation could prove a Mikuni of the same size to be both more practical and cheaper in the long run of competition.

The horn, lights and kill buttons are all controlled on the left side of the machine's handlebars. All grips and controls are from the Magura company, and the cables are equipped with openings to allow lubrication from the



The rear lamp is mounted on a rubber piece.



Front forks are Betors and work fine; so does the brake.

new aerosol can cable lube devices.

The fenders and the tank are both made of ABS tough plastic, the kind that normally refuses to break. The fuel tank holds 2.1 gallons of fuel. Oil is measured by removing a pin on the right side of the crankcase. It is a simple enough operation. Remove the pin, and if any oil comes out, you are doing all right. We wondered whatever happened to the dip stick?

The carburetor is hidden behind leather coverings that are fairly easy to unstrap and remove. They seem to provide adequate moisture protection for the carb. The airbox can only be reached by removing two seat bolts and the entire seat. However, this is a little too complicated and tiring for the rider engaged in a race event, so we were sorry to see Puch include this in their machine design.

The wheels are of the Akront variety, so they are guaranteed to stay clean through the mud. Tires are Metzler trialers.

A nice touch is the chain adjuster. Instead of removing cotter pins, and messing with the entire rear wheel, one merely has to pull open a bolt and the chain can be adjusted with a hammer or pair of pliers. It is a quick, simple and efficient way of doing the job.

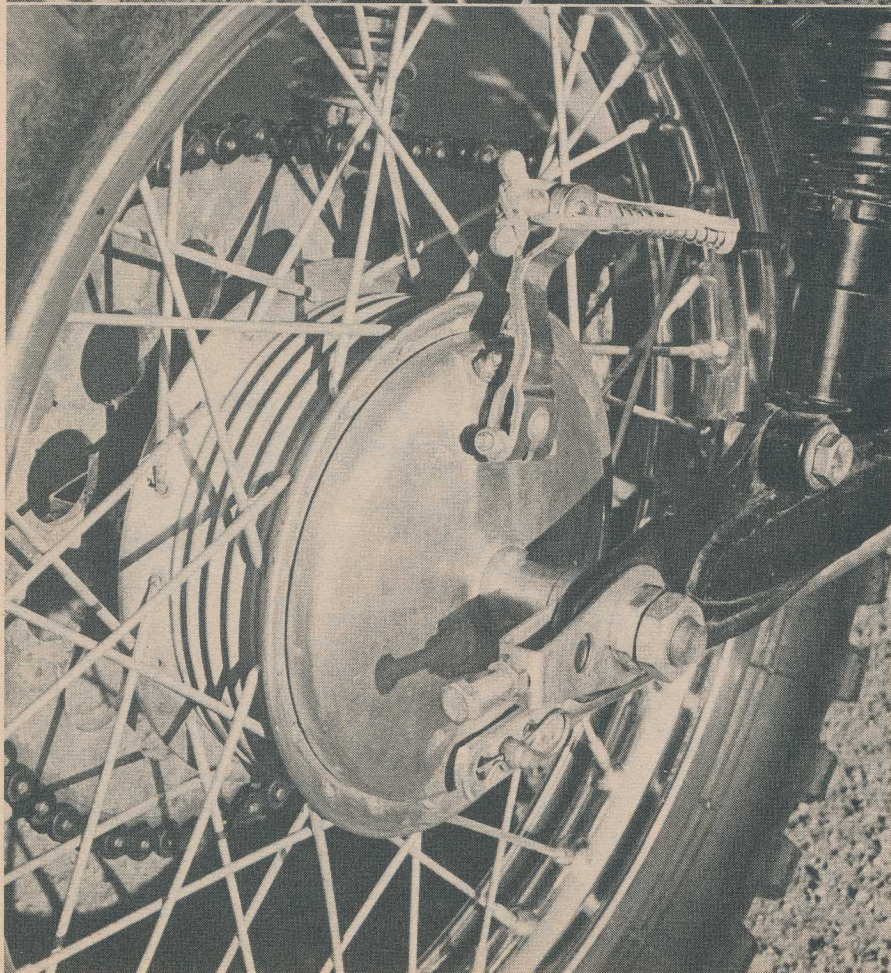
Many questions came to mind after riding and examining closely this Austrian motorcycle. For instance, why does a company like Puch NOT include an adequate tool kit, extra spark plugs, or even a decent speedometer for an enduro machine? Why leave the airbox and carburetor so hard to get to?

There were other questions we had, but the true answer is that this Puch is by no means a serious enduro machine. It is a fun bike; quick, responsive and ready to let you show off. For the average rider (or slightly better than average) who wants a play bike with an impressive name, he should consider buying this Puch. For the serious enduroist, however, he might want to skip the 175 this year and wait to see what 1976 may have to offer.

Rear brake adjuster is held on by rubber band. Why?

A slider, this Puch loves to play in the dirt (but don't get serious).

Getting off is not uncommon, so here is a picture of a rider doing just that after meeting a rock in the water.



PUCH 175 ENDURO TECHNICAL DATA

Price \$1198.00
 Warranty none
 Distributor Hercules Distributing,
 Chatsworth, California

ENGINE

Type single, two stroke
 Displacement 169cc
 bore and stroke62 x 56mm
 BHP @ rpm 27 @ 9,000
 Overall gear ratios NA at this time

RUNNING GEAR

Frame double loop steel with
 chrome molly swing arm

Suspension

front Betor telescopic forks
 rear Girling

Tires

front Metzler trials 3:00-21
 rear Metzler trials 4:00-18

Brakes

front drum type
 rear same

Electrics run off magneto, ignition by
 35 watt transistorized Bosch system, kick start

GROSS MEASUREMENTS

Weight 218 pounds
 Wheelbase 55.1 inches
 Seat height 32.3 inches
 Ground clearance 9 inches, unladen
 Handlebar width 33.9 inches
 Fuel capacity 2.1 US gallons

COMFORT RATING

Vibration7
 Suspension8
 Noise level6
 Seat7
 handlebars7
 Starting6
 Controls6
 Stand5
 Shifting8
 Switches & instruments6

SUMMARY

Not a serious enduro bike, but a fun trails bike. Fine engine and good suspension make it a good addition to any stable of dirt machines.

