

**SHOCK  
BUYER'S GUIDE**

**SUSPENSION: Part 2**

MOTORCYCLE

02179



# Motorcyclist

OCTOBER 1977 \$1.25

**Yamaha's Quick  
New 750E  
Super Hot  
For '78**

**Paradoxical  
Puch:  
50cc  
60mph  
110mpg  
\$1345**

**Superbowl '77:  
How  
Weinert Won**

**Yamaha's IT250**



# Motorcyclist

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## Magazine

OCTOBER  
1977

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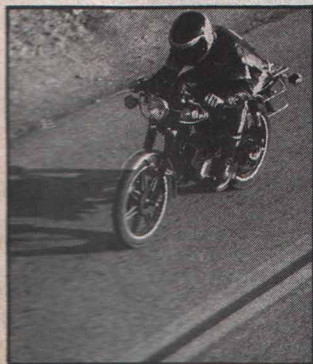
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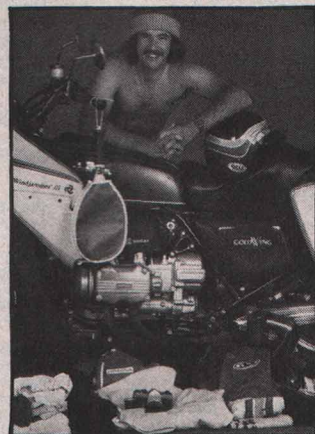
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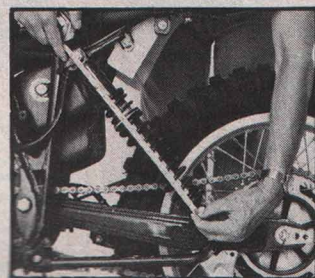
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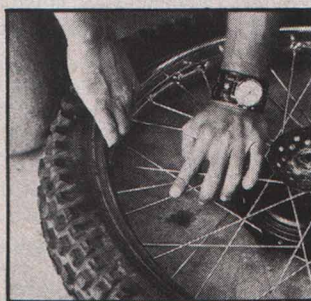
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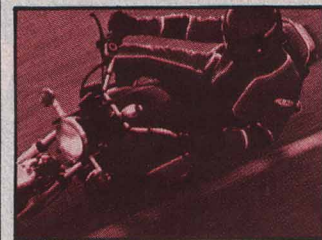
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### COVER

The golden rays of the setting sun illuminate Rich Cox aboard our test Yamaha XS750E. Larry Willett caught the action for posterity . . . and our cover.



# Puch Monza

# STREET TEST

**A** Mercedes-Benz 450 SLC. A complete quadrasonic reel-to-reel stereo system. A Porsche Turbo Carrera, with mobile telephone. A 100-foot Lancer yacht, complete with permanent mooring on Catalina Island. An "estate" in Beverly Hills including five "live-ins," one being a full-time gardener. Pinstriped, color-coordinated and wet-bar-equipped Lear jet, complete with full-time pilot and stewardess. A top-of-the-line Vogue motorhome, with painted murals outside and custom engraved (with running wild Mustang horses) leather seats inside. A chalet in Steamboat Springs, weekend hide-way in Palm Springs, winter home in Acapulco and summer house in Carmel.

Wretched excess; all things that you don't need, probably will never get, and believe it or not, can survive quite nicely without. But they're there, and for the lucky few who inherited daddy's pantyhose enterprise or became millionaires just because of a convenient nuptial pairing, these items, and many more are in their grasp.

We've got a new one for the list: the Puch Monza 6 SL. A motorcycle—not a moped, yet it only flexes out a meager 50cc of displacement, and a whopping seven horsepower—all for a price tag of over \$1300, more than your average Honda or used pick-up truck.

It weighs 202 pounds. It's got mag wheels. A six-speed gearbox powers it around. No pedals. A black color scheme. Chrome luggage rack, complete with a "skirt guard" to keep ladies' flowing summer dresses on them, instead of in the rear wheel.

It costs \$6.65 per pound.

More expensive than the best cut of steak.

Higher priced than Alaskan King crab, flown in fresh daily.

More than a Mercedes—per pound.

And it's a gas to ride.

We don't know who the Puch was designed for, who will buy one, or where its niche is in the two-wheeled

## A Little (50cc) Something For The Motorcyclist Who Has Everything . . .

world, but the machine drips exotica, class, mind-blowing trickery, and all around neatness.

For instance, the mag wheels. They're not solid, the centers of each mag leg being laboriously cut out to keep down weight and make them look trick.

Up front there's a disc brake. It's solid, and surprisingly hasn't gone through the drilling and lightening process. It works well enough to pitch you over the handlebars if you so desire.

Magura controls are mounted to the very low, very narrow handlebars. The controls are expensive, and what you'd expect to find on a BMW. The large gas tank, requiring pre-mixed gas, is low, squat and flowing, reminiscent of road racing units, and giv-

quietly, not offensive, not awesome, but running.

Riding the 50cc Monza is surprising. We expected something with less horsepower than a dead trout, and little more than an electric pencil sharpener. Surprisingly, it's got guts. You're not going to get whiplash from the incredible acceleration—but it's fast. The tight powerband demands a six-speed gearbox. You'd better have good muscles in your left leg, for to get the Monza screaming around a canyon road at a good clip requires attacking the shift lever with a vigor usually reserved for actors working in "the 47th remake of Jaws."

It's fast, at least as far as we could tell, for alas, there is no competition for the Monza "out there." Just un-



PHOTOGRAPHY: BRAD ZIMMERMAN

ing the rider the feeling that without the noticeable lack of horsepower, he could be tucked down, zeroing in on the "Lectron" sticker adorning the rear of Kenny Robert's TZ750 road racer.

Take off the side covers hiding the battery and air cleaner. Note the numerous layers of deep rich black paint. Check out the detail in the pinstriping. Notice the carpeting (*expensive* carpeting) that lines the insides of the covers to cut down noise—and "just because it should be there."

Punch the kick starter. It doesn't take much to bring the Monza to life. We once started the machine accidentally by pushing off the centerstand (no side stand is offered) when the bike was in gear. It sits purring

suspecting 125cc Yamaha enduros, Honda SL100s and so forth. All of which it beat; not in a drag race, but in a footpeg dragging contest.

Then we made the big discovery that was directly responsible for at least 100 miles on the odometer. In first gear, with your feet on the passenger pegs, the bike pointed on a slight uphill, you can do wheelies—very, very long wheelies. The impressive type that high schoolers dream of doing at intermission during the homecoming football game across the 50-yard line in front of the entire high school student body.

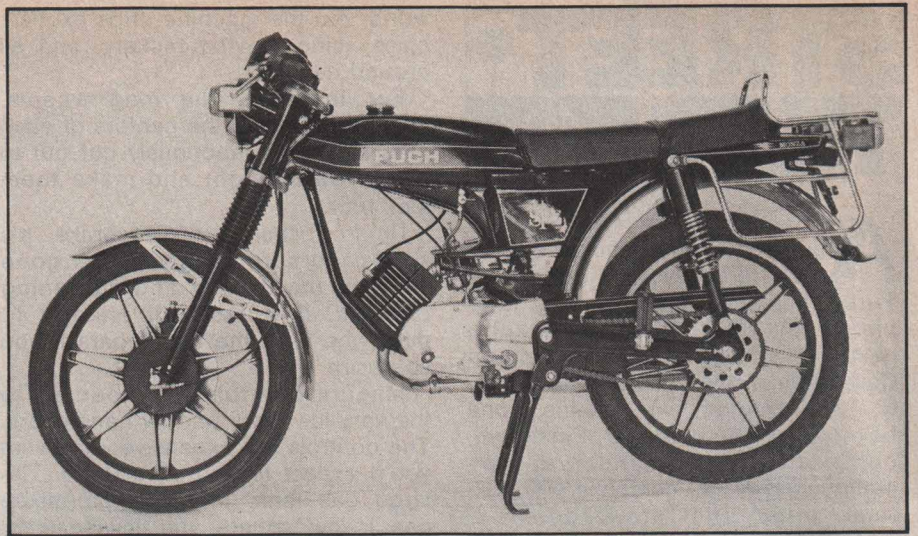
As you'd expect, it will go forever on a tank of gas, figure on getting about 130 miles per gallon. At today's ever-escalating prices (mostly due to the oil companies making ex-

# Puch Monza

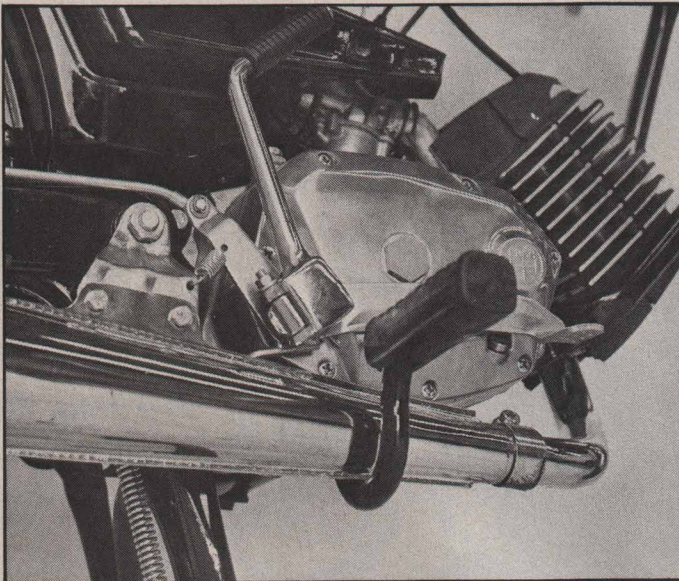
pensive commercials telling you how much expensive oil costs), it costs you about .21¢ per mile, or roughly a penny every five miles—whether it's flat out running just below 60, or snaking through a canyon (also just below 60, we never found anyplace we couldn't hold the Puch Monza wide open).

For that cost anyone can afford to go out and run around on the \$1345 Puch all day, which we did often. Donning a black helmet (with black face shield, of course) we attacked the canyon roads of Southern California on a Sunday. The full one-piece Bates Motorcyclist leathers went on. Full Bore boots and road racing gloves completed the outfit.

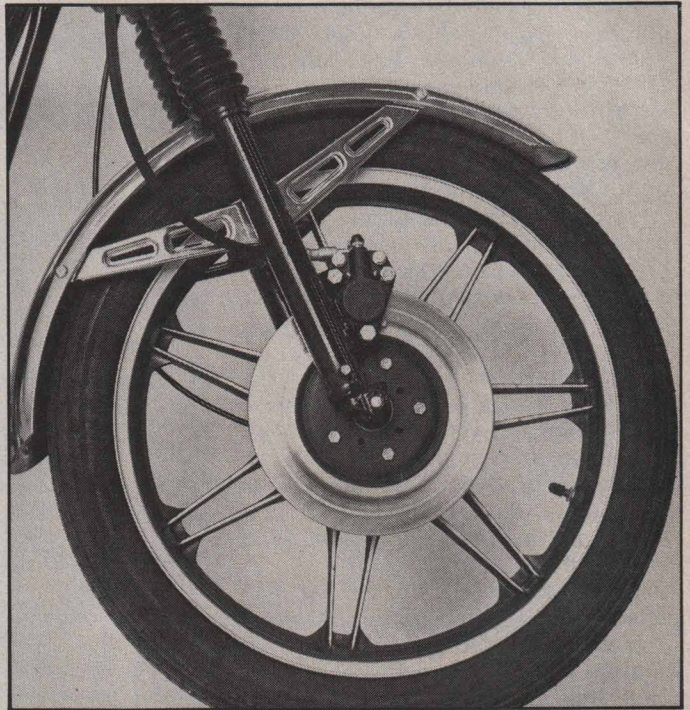
The score? Our Puch beat a Ducati



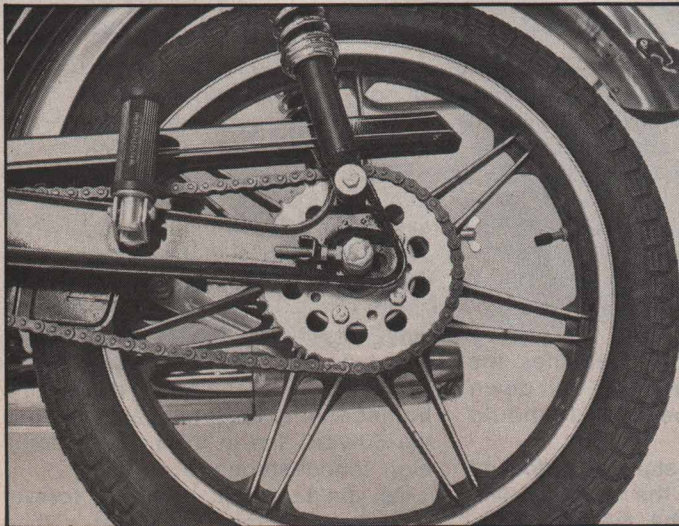
*More than \$1300, less than 200 pounds, faster than the legal 55 mph, and more class than most other two-wheelers, the Puch Monza offers much for the fortunate few.*



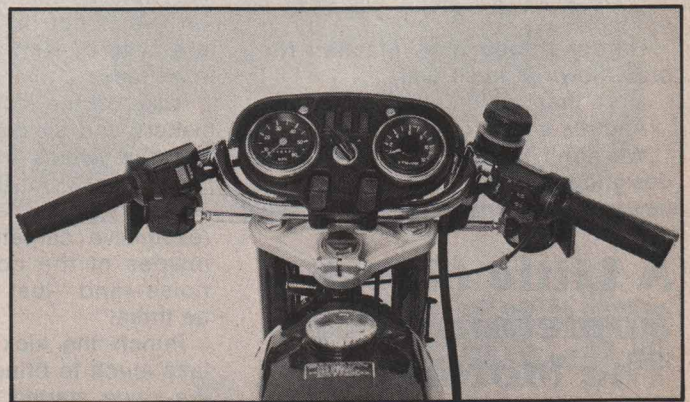
*Cluttered, yet on closer inspection, it's sanitary. The kick starter, brake pedal pivot point, footpeg, and pipe mount point are close, yet operate well in tight surroundings.*



*Up front you'll find a hydraulic-operated disc brake that is powerful enough to pitch you over the handlebars if you're so inclined.*



*Check out the trick mag wheels with open fingers, black pin-striped chain guide, passenger pegs, and a rear sprocket that's drilled for lightness.*



*Slide down on the Puch, grab the low racing-type handlebars and check out the gauges—just like a real race machine!*



So far this is the only motorcycle we know of that has interior carpeting on the back of the side panels, air-box cavity and battery cave.

Desmo, a BMW R100/S, various Z-1 cafe racer machines, two Datsun 260-Zs and a Lamborghini. It didn't do so because it was faster, or it was better handling, but because once the other guys passed us, glanced at the bike, and recovered their composure, they all slowed down, got alongside, ahead of, and usually behind the Monza. So, theoretically, we



won all those races—on looks more than performance.

Getting bored of all our triumphs, we took the Puch where it fit in, to the world's most expensive (figured at over three million dollars worth) car rally, the giant Porsche meeting near Long Beach. Our bike was parked next to a four-door Turbo Carrera, modified by the owner at a cost close to \$12,000, not including the original purchase price of around \$28,000 (Porsche owners *never* tell you how much they spent).

While it was parked there, a gentle-

man in a tan suit, wearing his overcoat like a cape, despite the 100-degree weather, sauntered over. In a heavy accent he said:

"That's a very beautiful motorbike. I like the styling. What is it?"

"A Puch, Monza 6 SL."

"And how many gears?"

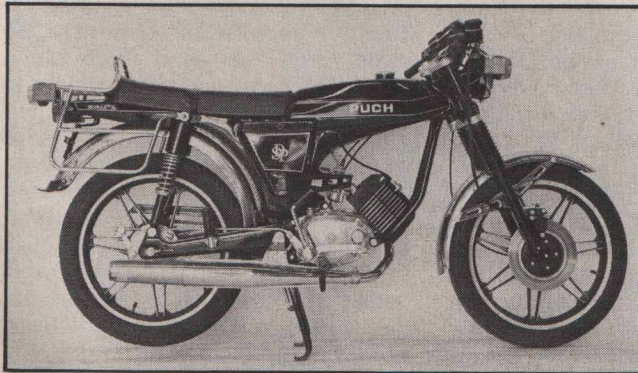
"It's a six-speed. It's only a 50cc machine."

"Ah, yes. It's very pretty. How much does it cost?"

"In American dollars, around \$1345."

"I would not mind having one of

## PUCH MONZA



### TEST BIKE: PUCH MONZA 6 SL

Price, sugg. retail.....\$1345

#### ENGINE

Type.....Piston port two-stroke single  
 Bore/stroke.....40 x 39.7 mm (1.58 x 1.56 in.)  
 Piston displacement.....49.9 cc (3.04 cu. in.)  
 Compression ratio.....11: 1 (uncorrected)  
 Carburetion.....Bing 1/20 (20 mm)  
 Air filtration.....Dry paper  
 Ignition.....Flywheel magneto  
 BHP @ rpm.....7 @ 8500 (claimed)  
 Torque @ rpm.....0.61 mkp (4.4 lbs./ft.) @ 8000  
 (claimed)  
 Lubrication.....Oil in fuel  
 Electrical power.....6V,60W generator  
 Battery.....6V, 6AH

#### DRIVETRAIN

Primary transmission.....Helical gear, 3.68 ratio  
 Clutch.....Multi-plate, wet  
 Secondary transmission.....1/2 x 5/16 (428) chain, 3.38 ratio  
 Gear ratios, overall :1....1st 38.89; 2nd 26.15; 3rd 18.77; 4th 14.71; 5th 12.48; 6th 11.32

#### CHASSIS & SUSPENSION

Suspension, front.....Telescopic fork, 100 mm (3.94 in.) travel  
 Suspension, rear.....Swing arm, 75 mm (2.95 in.) travel  
 Tire, front.....2.75 x 17  
 Tire, rear.....3.00 x 17  
 Brake, front.....Disc, 230 x 32mm (9.06 x 1.26 in.) x 2  
 Brake, rear.....Drum, 140 x 25 mm (5.5 x .98 in.)  
 Brake swept area.....242.7 cm./sq. (95.6 in./sq.)  
 Rake/trail.....n.a.  
 Wheelbase.....1196 mm (47.1 in.)  
 Seat height.....762 mm (30.0 in.)  
 Handlebar width.....648 mm (25.5 in.)  
 Ground clearance.....201 mm (7.9 in.)  
 Instruments.....Speedometer; tachometer; turn signal, high beam lights.  
 Stands.....Center  
 Tire retention device(s).....None

#### WEIGHTS & CAPACITIES

Fuel capacity.....6.4 lit. (1.69 gal.)  
 Oil capacity.....n.a.  
 Weight, wet, unladen.....91.6 kg. (202 lb.)

#### PERFORMANCE

Standing start quarter-mile....21.75 sec./53.60 mph (top speed 58.03 mph)  
 Average fuel consumption.....107 mpg

# Puch Monza

those. Very nice."

With that comment a few other people gathered, some looking at the Porsches, others at the Monza. The inquisitive gentleman turned on his Gucci heel, and headed out to check some more of the exotic equipment at the gathering. Ferdinand Porsche, as we later found out, liked what he saw.

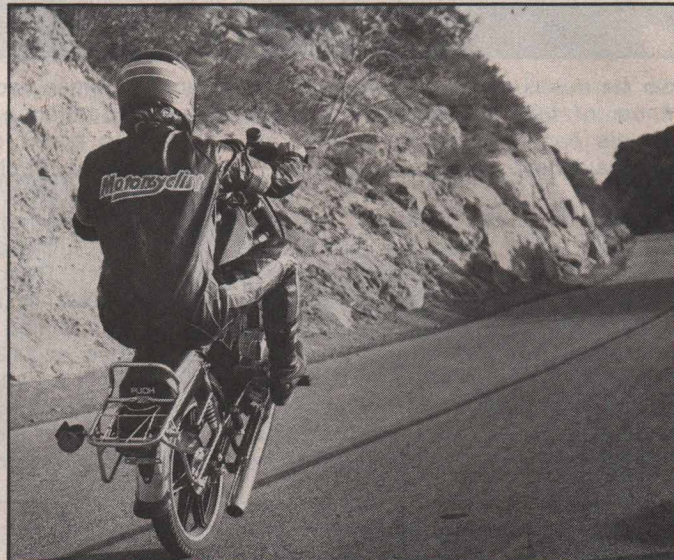
Now *he* could probably buy the Monza. Most likely, it wouldn't be feasible for you or I. Yet the machine exists; plans call for a production run

of 200. It fills a spot; it's the most expensive, beautiful and downright classy 50cc machine you'll ever see. It goes fast (for its size), handles beautifully, brakes incredibly, and draws at least one inquisitive non-motorcycle-type person everytime it's parked.

They'll probably sell all the Monzas that they make. Whenever you come out with an amazingly high price, but kick in a lot of styling class and engineering expertise, somebody, probably 200 somebodies, has just got to have one.

Chances are you'll never see one on the streets of the United States.

The main market is in Europe, and the majority of the machines will probably be sold there. But it is possible that a few people here will purchase a Monza to sit alongside the Turbo Carrera, the Mercedes and the limo, parked in the driveway of their two-million dollar estate. The bike will be washed every weekend by the chauffeur, maybe ridden by the son on occasion, and commented upon by visitors. The owner? Well, he'll probably use it once in a while, maybe to run down to the local store on the maid's day off, to pick up a bottle of 1959 Chateau Lafite-Rothschild. **M**



## When Is A Moped Not A Moped?

By Virginia DeMoss

One's first instinct with a tiny econo-bike like the Puch is to tag it *moped*. But the very meaning of the word *moped* (motorized bicycle plus pedals), presents one obvious reason why the bike cannot belong to that class. But even if equipped with pedals, the Puch would still fail to qualify for moped status. Although the definition varies from state to state, model legislation suggested by the Motorized Bicycle Association would define a moped as:

"A bicycle with fully operative pedals for propulsion by human power, an automatic transmission, and a motor with a cylinder capacity not exceeding 50cc, which produces no more than 1.5 brake horsepower, and is capable of propelling the bicycle at a maximum design speed of no more than 25 mph on level ground."

In several states the top-speed limit goes as high as 30 mph, and

in California alone, the bhp limit is 2 rather than the standard 1.5 or less. The pedalless Puch, with its 60-mph top speed and 6-speed transmission doesn't even come close.

So what's the difference, and who really cares if this machine qualifies as a moped anyway? Well, there are obvious advantages to belonging to that little fraternity. Although the laws again vary, in many places mopeds are exempt from insurance and licensing requirements, and are free to travel with both cars and bicycles. Additionally, in some states moped riders are not required to possess a driver's license, and in a few there is not even a minimum age limit for operating one of the vehicles. Most often they are also exempt from helmet laws and other legislation that applies to motorcycles and their operators.

Why, when they are *motorized vehicles*, free to travel in the traffic flow, requiring some specialized skill to operate, and capable of speeds high enough to cause serious injury in an accident, are mopeds treated as bicycles in this

country? Because the Motorized Bicycle Association and Puch did a lot of lobbying from state to state to get them classified in that manner. When marketing an economy, convenience vehicle, the lack of licensing fees, insurance costs, operating tests and exemption from most motor vehicle laws are pretty attractive selling points. And those operable pedals are the Catch 22 that put the moped in that class. Ironically, however, a vehicle like Honda's Express can actually be argued to be much safer because of its fixed pedal arrangement, which alleviates the disastrous results that can occur from an inexperienced rider making a turn with the wrong pedal down.

So, what we have here is a vehicle that is subject to a much stricter set of laws simply because it cannot be pedaled part of the time. Not really fair to vehicles that fit most of the criteria, but in the long run perhaps more fair to its riders, who will at least be forced to recognize that what they are riding is a full-fledged motorcycle—pedals or no—subject to all of the responsibilities of same.