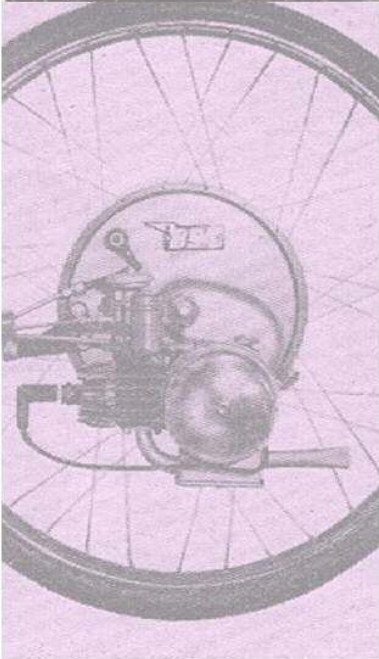


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ROAD TEST REPORT

# The PUCH

## VSK 50 L

### Scoterette

AIMING to provide as far as possible the machine enclosure and rider protection of a scooter within the limits set by the low costs and light weight of the mo-ped class of machine, the "Scoterette" type of machine is essentially a compromise. This balance has been well achieved by the Austrian makers of the *Puch* machine algebraically designated the VSK 50 L.

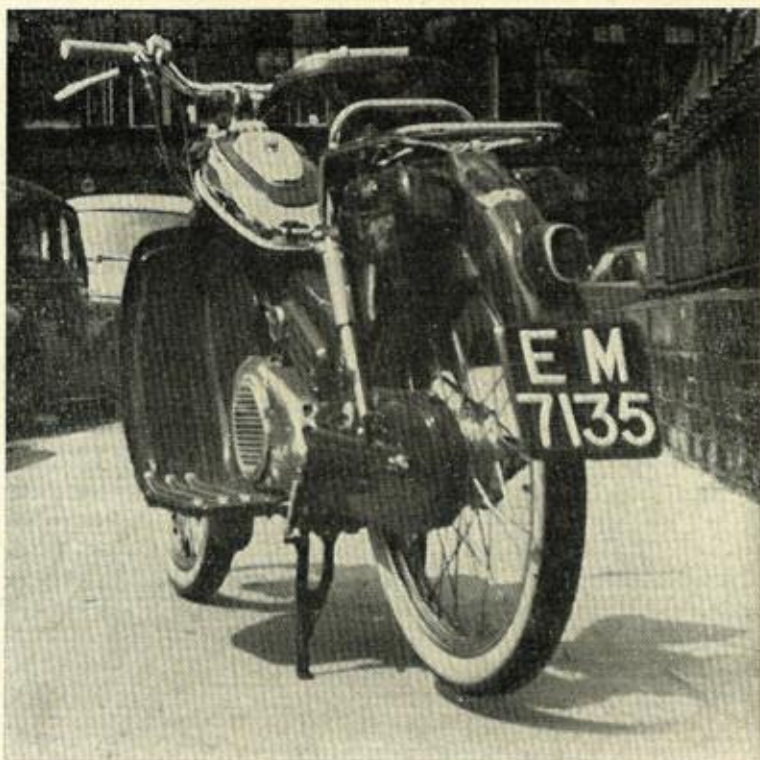
The machine uses the semi-open pressed steel frame with telescopic front forks and rear suspension units and the 49 c.c. engine with blower cooling and almost completely shrouded cylinder that are familiar on the mo-ped, but the two-speed gearbox is equipped with a kickstarter. Tyres are 23in. x 2.25in. with full width hub brakes, the rear one pedal operated. Footboards and legshields are single piece pressings and incorporate inner valances to shield the rider's clothing from the engine. The fuel tank holds 9½-pints and direct lighting is provided by the *Bosch* 17-watt flywheel magneto.

#### Handiness

On the road the first and continuous impression of the little *Puch* is its sheer handiness. The machine is small and light in weight so that manhandling presents no problems in any circumstances and what weight there is being nicely distributed there is a sense of natural stability that gives immediate confidence.

Starting is ridiculously easy; it being possible to press down the kickstarter firmly with a couple of fingers for a start, hot or cold, while under the weight of a masculine foot the engine spun over effortlessly. The two-speed gearbox is controlled by the usual left hand twistgrip and both gears engage silently and easily.

The overall gear ratios seemed rather low and the engine revved up very quickly in Low even on up grade starts. Once moving, however, the machine is driven virtually as a single gear job and downward changes are only made if the traffic comes to a standstill. The clutch is smooth and light to handle and all controls comfortably placed.



At speeds up to a little over 20 m.p.h. the power unit is very smooth and quiet but over this and up to the maximum of just under 30 m.p.h. mechanical noise and vibration become progressively noticeable. Exhaust and intake standards of silencing are very good indeed and it may be that the slight but persistent transmission whine was noticed only because the machine was otherwise better than average for quietness.

Hill climbing is good, the engine shewing remarkable tenacity in slogging on after the first rush of revs had fallen off and thus enabling a smooth steady climb to be made at about 15 m.p.h. in Top gear. In Low the *Puch* would climb almost anything a normal main road could offer but naturally rather slowly. Going down hills the engine could be allowed to over-rev almost without limit and rather curiously seemed to get smoother as the revs passed peak. There was something of a temptation to use this downhill performance up to 40 m.p.h. as the machine handled perfectly at these speeds and the brakes were very good indeed, well above average in either mo-ped or scooter fields for smoothness and stopping power.

Steering and roadholding are good characteristics on wet or dry roads but the rear suspension travel seemed rather limited and most of the rider springing

came from the comfortable mo-ped-type saddle. The front springing coupled with a fairly steeply raked fork both held the road well and provided a comfortable ride.

Weather protection is very effective, both machine and rider staying clean after muddy road rides. The combination of legshields and footboards excluded draughts round the ankles and the complete enclosure of the cylinder and rear chain kept oil and grease from reaching the clothing. The neat appearance of the machine attracted attention and favourable comment from members of the general public.

#### Good As They Come

As a scooterette we have no criticisms to make of the *Puch* at all. The only complaints that could be made are the faults of this class of vehicle as such.

In this case also there is the fact that women in skirts (most of its potential buyers) will find it difficult to mount and dismount without embarrassment, a bad comparison with the real scooter layout.

*Puch* standards of quality in workmanship and material are fully maintained and the VSK 50L is modestly priced at £105. 0. 0d.