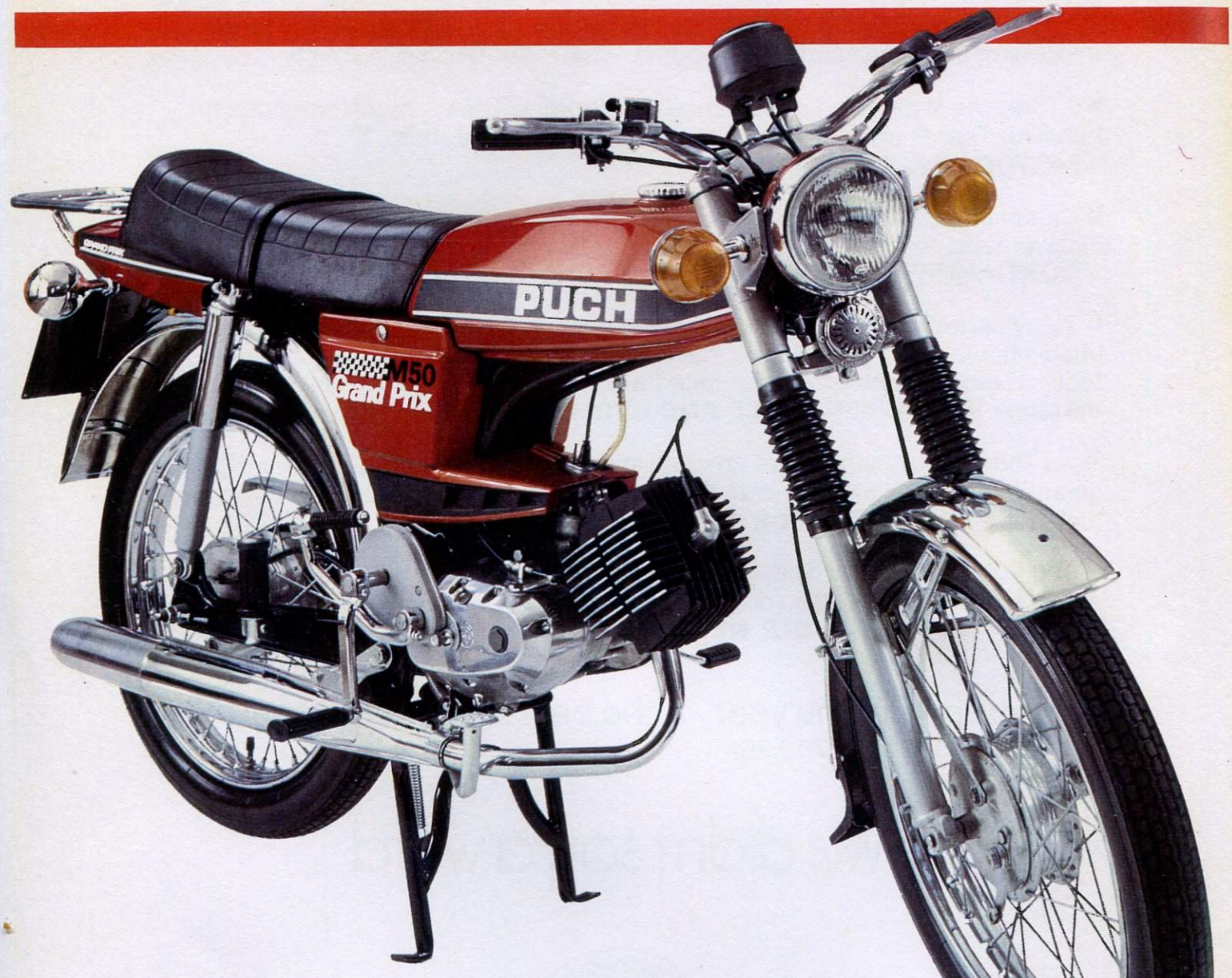
GRAND PRIX



You thought nobody would ever make a machine like this.

But we did.

We gave it the racy looks of a sporting 125.

We made it handle like a dream.

We gave it features.

Features that give great performance, real safety. The smoothest gear box ever.

We added small – but important touches:–

Ball-ended Magura alloy levers
Flashing indicators
Powerful brakes
A separate kick start
And real footrests

Your dealer can arrange a test ride of the Puch Grand Prix now. It's all the convincing you're going to need.

SPECIFICATION

ENGINE
Type: Single-cylinder, two-stroke with loop scavenging
Capacity: 48.8 cc
Compression ratio: 11 to 1
Max. power: 5.0 bhp at 7,400 rpm
Cylinder: Aluminium alloy with cast-iron liner
Cylinder head: Aluminium alloy
Piston: Aluminium alloy
Lubrication: Petrol-oil mixture 25 to 1 (with special two-stroke oils 50 to 1)

WEIGHT AND DIMENSIONS
Overall length: 72.1 in
Overall width (handlebars): 24.1 in
Seat height: 30.4 in unloaded
Kerb weight: 163 lb

PERFORMANCE
Max speed: 45-50 mph

CLUTCH
Type: Wet, multi-disc
Location: Crankshaft

FRAME
Main frame: Pressed steel
Front suspension: Telescopic forks with hydraulic damping
Rear suspension: Swinging arm with hydraulic suspension units
Brakes: Full width, internal-expanding shoes, 4.7 in diameter drums hand-operated (front), foot-operated (rear)
Tyres: 21 x 2.75 in front and rear
Fuel tank capacity: 1.4 gallons
Seat: Dual

TRANSMISSION
Gear box: 4-speed
Starting system: Kick start
Pedalling system: Left crank foldable, can be fixed as footrest

ELECTRICAL SYSTEM
Generator: Flywheel magneto
Voltage: 6 volt
Output: 17/5 watts
Ignition: Contact breaker
Battery: 6 volt, 4.5 Ah

ACCESSORIES
Direction indicators, speedometer, electric horn, steering lock, tool kit.

Harry Everts won the 1975 World 250 cc Moto-Cross Championship riding a Puch

"On the road, lively acceleration and a snappy performance go hand-in-glove with good steering and suspension." – **MOTOR CYCLE NEWS** (2.7.75)

"The . . . brakes fitted to the Puch are really superb . . . handling too is first rate . . . impressive too is the handlebar layout." – **MOTOR CYCLE** (12.7.75)

". . . has the styling and appearance of a sporting 125 . . . much emphasis on handling, brakes and comfort . . . acceleration is certainly brisk."
– **MOTOR CYCLE** (5.7.75)

"Clutch and brake levers, ball-ended for safety, with polished arms and matt black mounts follow current 'super-bike' styling."
– **NORTHAMPTON CHRONICLE AND ECHO** (2.7.75)

"Zippy performance, the handling of a racer and the sort of looks to capture the imagination . . . like a good race machine, all the controls fall ready to hand or foot . . . exuding an aura of the race track . . . a good spread of power throughout the range." – **MOTOR CYCLE AND CYCLE TRADER** (1.7.75)

". . . The bike has superlative steering stemming from a strong frame and perfect geometry. The brakes too fit into the picture, front disc giving well-controlled and lock-free power." – **MOTOR CYCLE** (29.11.75)

"The Puch Grand Prix Special seems to be the safe answer to moped riding, which in the past has been dogged by poor handling machines with inefficient brakes." – **MOTOR CYCLE NEWS** (3.12.75)

"**. . . moped of the year . . . the best sixteener moped . . .**"
– **MOTOR CYCLE** (27.12.75)

We didn't say a word

Steyr-Daimler-Puch (GB) Limited
Steyr-Puch House 211 Lower Parliament Street Nottingham NG1 1FZ
The Company policy is one of continuous development: we therefore reserve the right to alter specifications, etc. without notice

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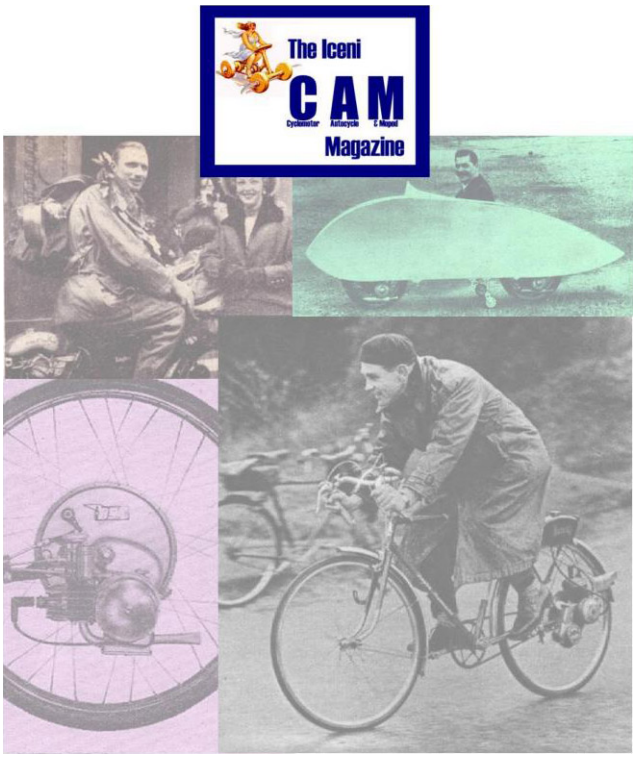

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