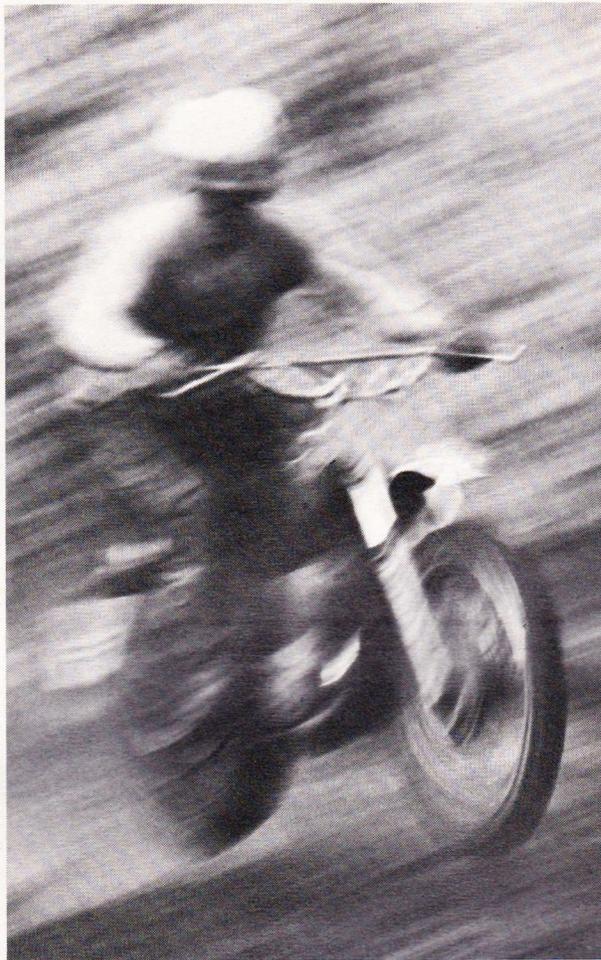


Power-Dyne



Although new to motorcycling, this company has an impressive line of machines, with more to come before the year's end

Many experts have predicted that 1972 would be the biggest year ever for motorcycle sales. The odds are in their favor. Many other outside sources who have been watching the motorcycle scene also feel that more boom years are ahead. One such individual is David Berger president of Power-Dyne Vehicles, Incorporated in Lincoln, Rhode Island.

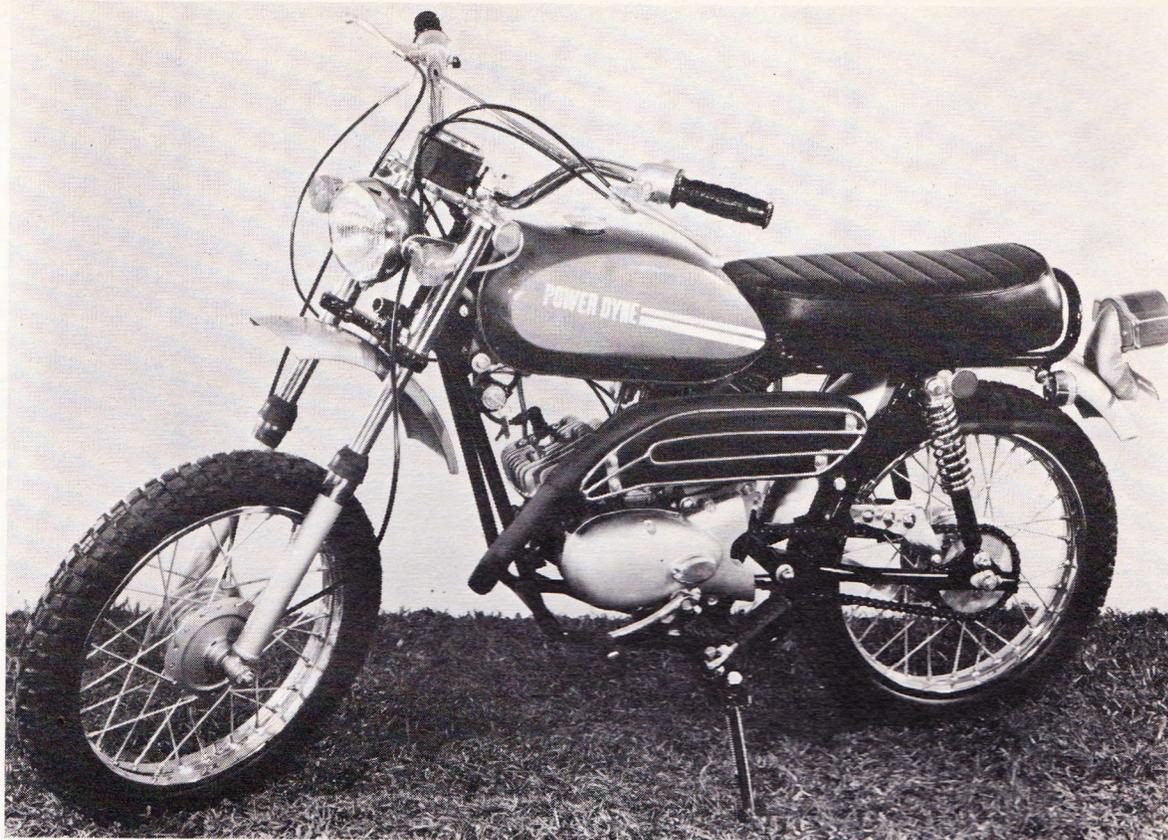
Power-Dyne (PDV) kicked off their beginning line of motorcycles and mini bikes at the early year series of industry shows across the country. In these initial showings PDV proudly exhibited six of their proposed 14 model motorcycle and mini bike line. An interesting side note to the PDV enterprise is that their machines are neither Japa-

nese nor European. All of the PDV line is manufactured in Taiwan after being designed in the U.S.A.

Starting off the lineup is their TRS-60 Scrambler and Mini Enduro. Both are powered by piston-port two-stroke engines with an output of 4.5 horsepower @ 8,000 rpm. Other features include a constant-mesh four-speed gearbox, oil-bath clutch, tubular frames and fully approved lighting systems with batteries. Next up on the list are a series of 125cc machines. There are four models in this line all powered by 14.7 horsepower four speed rotary valve two-strokes. Oil injection, tubular double-cradle frames, approved lighting systems and complete tool kits are included. They also use oil damping front forks.

The PDV distributor has an additional line of 125cc, 175cc, 250cc and 360cc dual purpose and street machines on the drawing boards. They hope to have some of these new machines on the market by the middle of 1972. The powerplants for these machines will be two-strokes using seven port and reed valve induction for top performance. Also, all the models will have oil injection systems. Power-Dyne Vehicles anticipates having more than their fair share of motorcycle unit sales by the end of this year. With the line up of machines that they are introducing and the additional motorcycles they are developing they may prove to be the hit of 1972.

Prices are POE East Coast



MINI ENDURO 60/\$359.95



SCRAMBLER 125/\$519.95



ROAD 125/\$519.95

MINI ENDURO 60 is for the young beginner. This 121-pound bike has a 4.5-horsepower two-stroke engine, four-speed gearbox, full lighting equipment and all the features of a full-size motorcycle.

SCRAMBLER 125 Just the bike for a weekend trail rider. A 14.7-horsepower two-stroke, four-speed box, 17-inch wheels, legal lighting and 27-inch seat height are among its most notable features.

ROAD 125 This full-size lightweight makes jaunts to school or to the store a snap. Its 14.7-horsepower rotary-valve engine pulls hills easily. Turn indicators and legal lighting equipment is stock.

TRAIL & ROAD 125 combines day to day transportation and weekend trail requirements in one easy-to-handle machine. High-mounted pipe, moto-cross-style bars 19-inch front and 18-inch rear wheels are stock.



TRAIL & ROAD 125/\$589.95