

Power-Dyne

In its second year, progressive Power-Dyne Vehicles expands its lineup to an even dozen models. Six are here already with the other six to follow.



Enterprising, that's what those folks are at progressive Power-Dyne Vehicles (PDV), of Lincoln, Rhode Island. In only one year's time, they have jumped from a top displacement of 125cc to 360cc, and from a six model line to a prospective 12 model line. Six are here already, including their top of marque 360s, so let's look at them.

Fabricated and produced at the Power-Dyne factory in Rhode Island is their high performance 360 moto-cross machine (250, 175 and 125 MX versions are to follow later). Boasting a powerful seven-port reed-valve 352cc two-stroke engine, the new 360MX should prove to be a real charger. The main highlights of this five-speed off-road competitor are a specially-designed 55.2-inch wheelbase frame made out of light and unyielding chrome-moly tubing, famous Betor long-travel forks and adjustable-rear shocks, custom-made fiberglass seat and tank, and exceptional light weight of 215 pounds.

However, their 360 Enduro (which will also be followed by 250, 175 and 125 versions in the near future), is made in PDV's Taiwan factory. Featuring a tractable 351cc five-port two-stroke single that produces 30-hp at 6000 rpm, primary kick starting, smooth-shifting five-speed transmission and Dyna-Lube oil injection, their new 260-pound, 80 mph Enduro has all the features that will enable it to do well whether cruising on streets or plonking up winding trails.

In the middle of PDV's lineup displacement-wise are two 125cc street and trail machines, the MTB-125 and TRC125; each is powered by a 14.7-horsepower four-speed rotary-valve two-stroke single. Oil injection, tubular double-cradle frames, approved street-legal lighting systems and complete tool kits are included as standard. Rounding out the '73 line are two minis, each powered by a piston-port 4.5-hp-at-8000-rpm single that drives through a four-speed trans-

mission. That wraps up PDV's growing 1973 lineup...they're still in the process of rapid expansion—so watch 'em!

MTB 125/ *Just the bike for a weekend trail rider. A 14.7-hp at 8000 rpm two-stroke, 4-speed gearbox, 17-inch wheels, legal lighting and 27-inch seat height are among its most notable features. Goes 70 mph.*

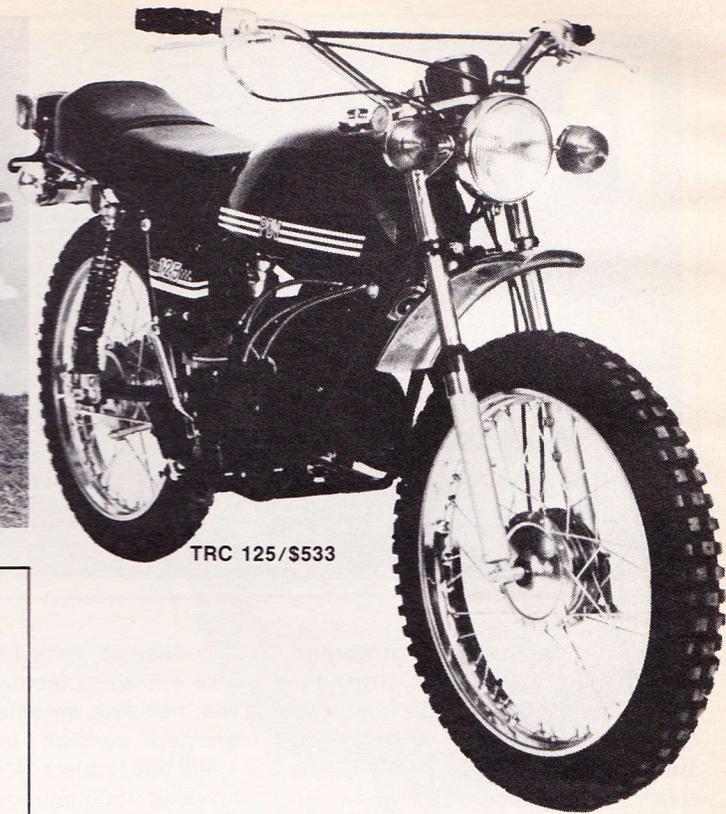
TRC 125/ *It combines day to day transportation and weekend trail requirements in one easy-to-handle 223 pound machine. High-mounted pipe, braced moto-cross-style bars, 19-inch front and 18-inch rear wheels are standard equipment. Will do 70 mph.*

360 ENDURO/ *5-speed gearbox transfers 30 hp at 6000 rpm to the rear tire to give the 260-pound Enduro a 80 mph top speed. Good handling on street and trail is insured by rugged double-loop cradle chassis of medium wheelbase length, while engine reliability is insured by a bullet-proof 351cc two-stroke single.*

360 MX/ *Outstanding features of this 352cc moto-crosser are: light 215 pound dry weight, special stress-relieved 55.2-inch wheelbase frame, seven-port reed valve engine and Betor suspension front and rear. Comes with full knobbies.*



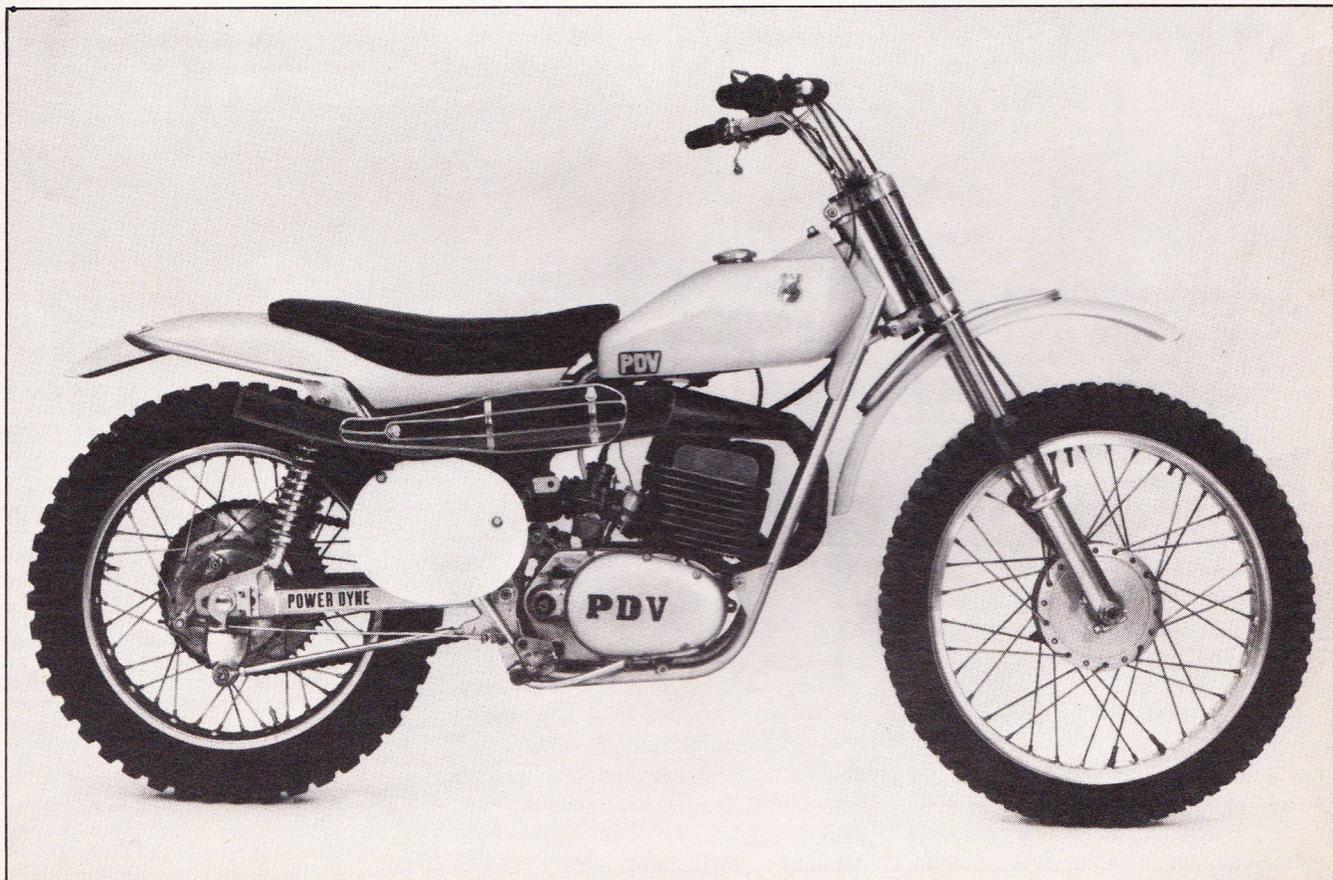
MTB 125/\$499



TRC 125/\$533



360 ENDURO/\$895



360 MX/\$925