

Cycle Road Test #133

TEMPO Moto-Cross



Back country cycling, or "trail riding" is one of the leading influences behind the lightweight motorcycle sales boom. The new, low cost "50's", "80's" and "90's" are finding their way into the hands of sportsmen of all kinds, many of whom have never previously owned a bike, but who are discovering the fun of zipping through rugged woods and fields or up a mountain. Often as these newcomers become more proficient riders, they begin to find their small trail bikes less of a challenge and are ready to "step-up" to a larger, more powerful machine.

A motorcyclist faced with the problem of selecting a new mount is confronted with dozens of alternatives as to size, price, power range, and engine type, to name a few. There are models that are light, heavy, for street or for trail, expensive, inexpensive, two-stroke, four-stroke and so forth. Often the decision as to where the machine is produced plays an important part. America, Japan, England, Italy, Germany, Czechoslovakia, and now Norway are some of the nations now contributing two-wheeled products to our home market. Yes there is now available in the United States a motorcycle produced by the Norwegians! It's the *Tempo Moto-Cross*.

Actually the 175cc two-stroke is a European-Scandinavian hybrid that is assembled in Norway. It utilizes parts from several nations; The engine is a German-built *Sachs*. Tires and electrical system are British, for example. But the Norwegian firm has put

the various elements together to create a competitively priced package that is truly striking in appearance, and a good performer too. Our test model was painted a brilliant red with black trim and plenty of chrome. Fenders are brightly polished alloy. Most apparent at first glance is the bold, upswept single exhaust pipe. Close inspection reveals that the pipe is constructed of heavy steel and employs a well engineered protective heat shield. The seat is a vivid red with black trim. It's fine for roughing it in the woods and it is large enough for two-up pleasure riding. Also impressive to the eye are the husky 19" wheels and Dunlop knobby tires which add a "mean-business" look.

The only instrumentation is a neatly mounted speedometer located on the handlebars, which are, incidentally, the scrambles type with a cross bar for strength. Among the controls are a compression release and a neutral finder. Both are actuated by nylon triggers mounted on the handlebars.

PERFORMANCE. As a cycle designed for multi-purpose riding, the Tempo is a well balanced compromise with plenty of power for any of the types of riding for which it was designed. It makes a good street machine with real off-the-line punch. Cruising speeds are in the 45 to 50 range, with top speed at 58mph with standard gearing. The knobby tires are somewhat improper for excessive street operation, however. We noticed a decided tendency for the Tempo to get up on the rear wheel. This occurred



from part throttle standing starts and when shifting from 1st to 2nd. Far from being a drawback, however, we found this to be quite ideal for practicing rear wheel antics on the dirt. Major factor in this respect is the bike's very light weight (221 lbs.), quite a bit of which is concentrated on the rear wheel.

The clutch performed superbly, with real snap. Handling-wise we were also pleased. Fairly sharp turns and slides were no problem at all, but more rapid steering would be possible if wider handlebars were employed. The bike seemed very sturdy. A look at the husky frame explains why. The large diameter wheels do their part to improve handling on the dirt. The suspension is made flexible by the large, adjustable Girling rear shock absorbers (which are chrome plated, by the way). The front suspension is not adjustable and no steering damper is fitted.

In the complaint department, we were somewhat puzzled by the lack of a shut off or "kill" switch. This can be a nuisance because it necessitates stalling the bike in gear which we feel is a rather awkward way to shut off a modern motorcycle, especially in the days of electric starters and the like. Also, the lighting equipment and wiring installation was on the sloppy side, as if it had perhaps been an afterthought. But these are minor things that are easily correctable. All in all we felt that the Norwegian firm has done a remarkable job in appealing to the American motorcycle enthusiast while retaining the European moto-cross

flavor.

In the way of appointments, the Tempo comes equipped with a very complete tool kit that contains a tire patch kit, and even a jeweler's polishing cloth for maintaining the chrome finishes!

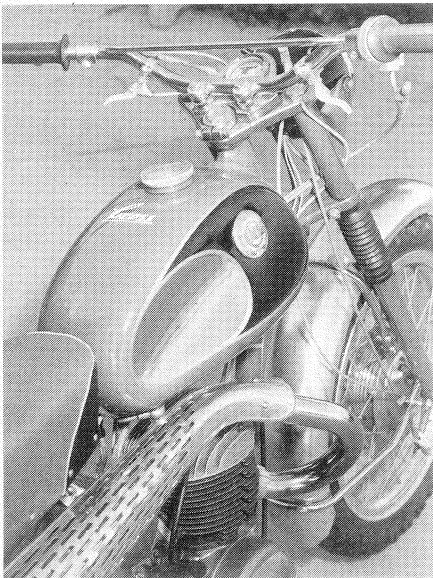
Passenger's are well provided for by the large seat and folding footpegs. Rider's footpegs are bolted on and stationary.

Brakes performed properly at all times and held up well in some puddles of water encountered in our test. Front and rear drums are full width finned aluminum; quite attractive.

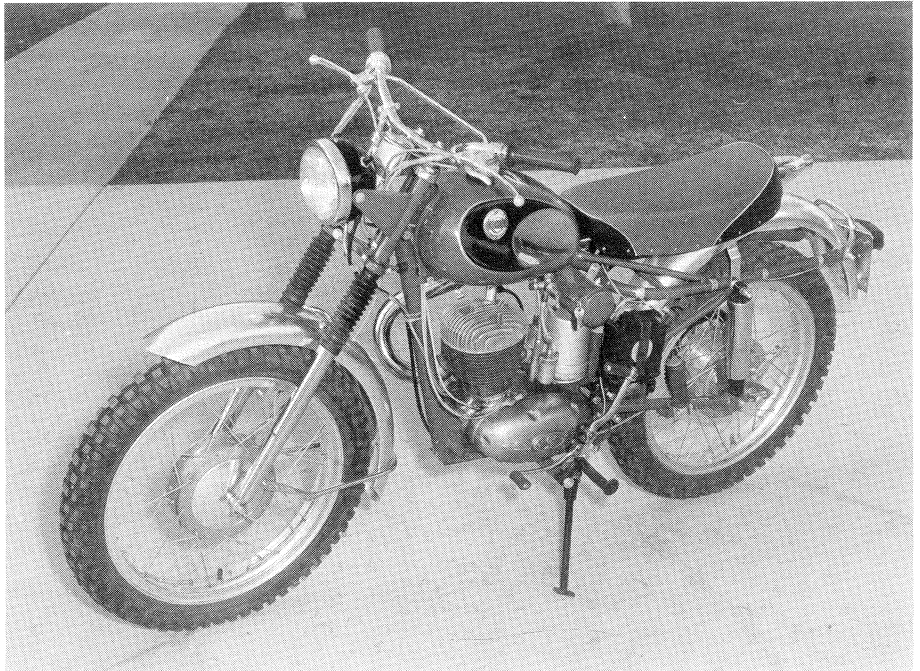
Perhaps the best news of all is the Tempo price tag. The machine retails for only \$498.00 f.o.b. North Hollywood, Calif. This figure should attract many owners of lightweights who feel ready to step up to a larger machine that can be ridden comfortably on the street but is right at home in the woods, on the desert, or on a scrambles course. One thing is certain, the Tempo Moto-Cross will be a real eye-catcher, even in a large group of cycles. ◀

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TEMPO



Scrambles type handlebars — note levers for compression release and neutral finder.



Cycle Road Test

SPECIFICATIONS

ENGINE

Type	Sachs 2-stroke
Displacement	173cc
Bore	2.44"
Stroke	2.28"
Carburetion	Bing, single
Ignition	flywheel magneto
Compression ratio	6.5:1
Horsepower	10.2 @ 5250rpm
Air filter	oil wetted

OVERALL

Frame	tubular steel
Finish	Enamel, red & black
Tires	front 3.00 x 19; rear 3.25 x 19
Fenders	polished alloy
Tank	steel
Stand	side, folding
Transmission	4-speed
Gear Ratios	1st—3.22:1; 2nd—1.85:1; 3rd—1.24:1; 4th—.95:1
Clutch	4-plate
Starting System	kick; left side
Lighting	Lucas
Instrumentation	speedometer 80mph
Handlebars	scrambles type: 27"

DIMENSIONS

Wheelbase	49"
Seat height	32"
Ground clearance	9"
Weight	221 lbs.
Price	\$498.00 f.o.b. N. Hollywood, Calif.