

### THE PEUGEOT AT A GLANCE

**Maximum Speed:** 29 m.p.h. in 25 sec from rest.

**Economy:** 140 m.p.g. at 20 m.p.h.

**Braking:**

	From 20 m.p.h.	From 30 m.p.h.
Both brakes	16ft.	Not applicable
Front only	32ft.	Not applicable
Rear only	24ft.	Not applicable

**Load carried during test:** 200 lb.

**Engine:** Peugeot two-stroke; 40 mm bore x 39 mm stroke=49 c.c.; c.r. 7.2 to 1; 1.77 b.h.p. at 5,500 r.p.m.

**Gearbox:** Direct belt drive to single countershaft pulley, with interposed twin automatic clutches, one powder-filled; chain final drive.

**Frame:** Welded up from steel tubes; rigid rear end; telescopic front fork.

**Tank:** 1-gal. capacity.

**Lights:** Head and tail lamps fed direct from flywheel magneto-generator.

**Wheels and Brakes:** Both brakes 4 in. diameter internal-expanding in full-width hubs; chromium-plated rims and rust-proof spokes; 2.00 in. x 23 in. Michelin white-wall tyres front and rear.

**Equipment:** Saddle bag; plug spanner; centre stand; tyre pump; rear carrier.

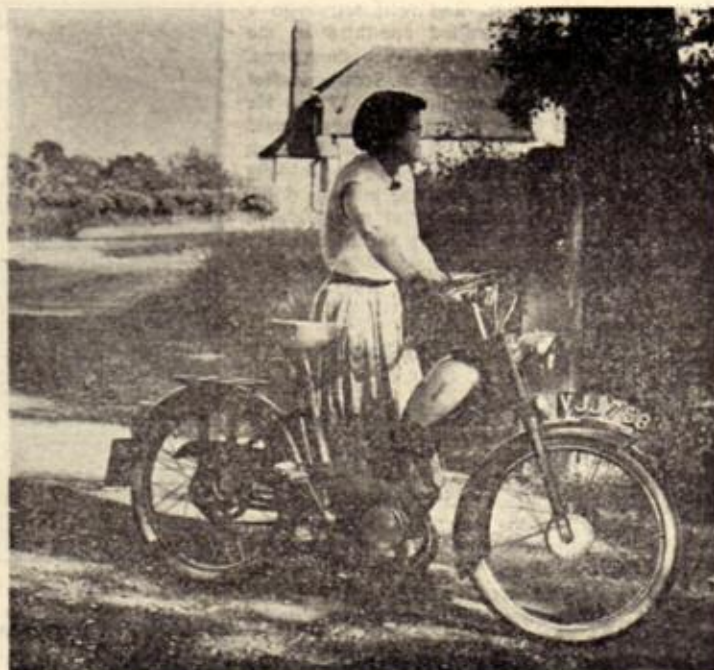
**Finish:** Polychromatic red with grey tank panels and head lamp; chromium plated details.

**Weight:** 77 lb.

**Makers:** Cycles Peugeot s.a., 42 Avenue de la Grande Armee, Paris, 17.

**Concessionaires:** Scooter Concessionaires (Sales & Service) Ltd., 7 Hanover Court Yard, Hanover-street, London, W.1.

**Price:** £67 inc. P.T.



Simple yet elegant, the Peugeot "BB Centri" is fitted with one of the most ingenious automatic clutches yet devised for a moped.

## PEUGEOT BB CENTRI

French Moped with Powder-filled Automatic Clutch

**A**UTOMATIC clutches are fast becoming the hall-mark of French mopeds, but nobody has gone farther to simplify the idea than have the firm of Cycles Peugeot, one of the most eminent French car, scooter and motorcycle concerns.

A prototype automatic clutch filled with magnetised metallic powder was exhibited at last year's Paris Show, and described in CYCLING's report. From the prototype stage, the clutch has progressed to production with commendable speed, and I have recently been able to give a thorough test to one of the first "BB Centri" machines, so equipped, to appear in this country.

On the production machines, the powder-filled clutch is combined with a centrifugally-operated shoe-type clutch mounted behind the engine pulley. As the engine is speeded up, the powder—hitherto "loose" in its internally-ridged casing—packs itself about the periphery and takes up the drive. Above 2½ m.p.h., the

centrifugal shoes come into operation as well, to give twin-clutch drive. Thus the rider is relieved from all need to co-ordinate movements with left and right hands. The Peugeot is to the moped world what the two pedal car is to the four-wheeled sector.

In practice, the idea works perfectly. To move away, one merely opens the throttle, and the moped does the rest. To stop, you close the throttle and apply the brakes. That's all there is to it. A child can ride it. In fact, a child did. I handed the test model to a ten-year-old girl who hadn't even ridden a pedal cycle for two years. Within 90 sec. she was controlling the Peugeot faultlessly on my front lawn. What better proof could be asked of the "Centri's" inherent simplicity? One point though—the clutch casing becomes very hot after prolonged town running.

The Peugeot also proved itself to be a fine all-rounder. Its hill-climbing was a mite above average for a single-speeder, and its accelera-

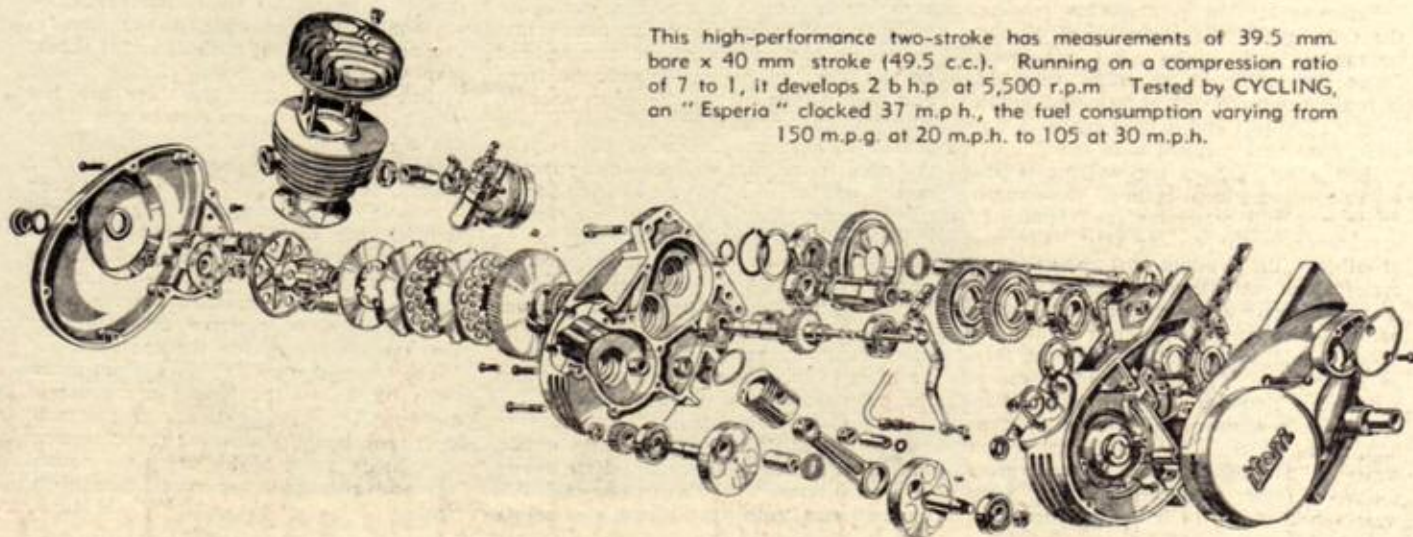
tion first-rate. Braking was good, though the "reversed" arrangement of front and rear brake levers—the front on the left and the rear on the right of the bars—needed to be learned and remembered. However, it would be a simple enough job to transpose the cables if this was really a sore point.

Road-holding, steering and comfort were good; the exhaust quiet; the provision for handlebar and seat adjustment ample. In fact, there is about six inches vertical adjustment on the seat pillar.

Added to these attractive qualities, the finish is really first-rate, and the burgundy and grey colour scheme bright, without being loud. At an inclusive of tax price of £67, the "BB Centri" would appear to be the complete answer to the needs of the moped rider who asks for utter simplicity of control, coupled with a reasonable performance and a refined appearance.—CENTAUR.

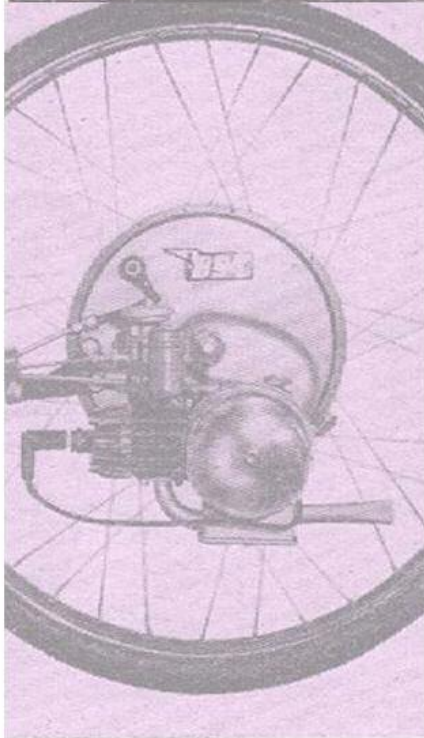
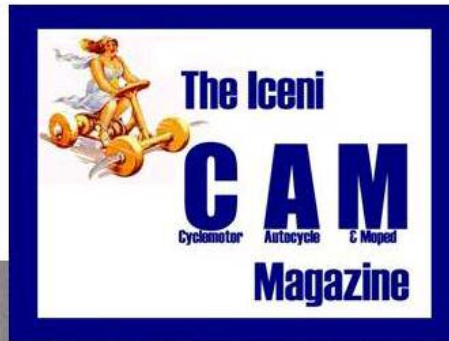
### THE ITOM ESPERIA ENGINE

An "exploded" view of the Itom "Esperia" engine/gearbox unit, the maintenance of which is described on page 99.



This high-performance two-stroke has measurements of 39.5 mm. bore x 40 mm stroke (49.5 c.c.). Running on a compression ratio of 7 to 1, it develops 2 b.h.p. at 5,500 r.p.m. Tested by CYCLING, an "Esperia" clocked 37 m.p.h., the fuel consumption varying from 150 m.p.g. at 20 m.p.h. to 105 at 30 m.p.h.

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