

ROAD TEST REPORT:

The PEUGEOT "Centri"

FRANCE is the world's largest producer of mo-peds and one of her "big three" manufacturers is Peugeot. They have a range of machines of various types and prices there but in this country only one model has so far been introduced.

It is known as the "Centri" and is notable mainly for its unusual and ingenious automatic clutch which uses metallic powder as the driving medium. Looking rather like a metal saucer, the clutch unit is mounted on the crankshaft, outside the driving pulley. Within it a vaned disc is coupled to the shaft itself so that at a given road speed the pedals drive the disc and start the engine or at a given engine speed the disc drives the pulley and counter-shaft. The metallic powder is "free" at low speeds but is packed solidly into the vanes by centrifugal force as the speed goes up.

The primary drive is by endless Vee belt and final drives by independent chains for engine and pedals, the latter having jockey sprocket tensioning.

A single, large diameter tube forms the main frame member and carries the engine plates and a fully welded up rear fork section of robust construction. The front forks are telescopic with bellows type dust excluders over the sliding sections and both brakes are in full width finned hubs of light alloy and hand operated.

Of one gallon capacity, the welded steel tank is mounted behind the steering head and below that a cowling covers the rear of the engine, the carburettor and transmission.

Both saddle and handlebars are adjustable for height and, despite the solid build of the machine, it does not give any impression of following the trend towards "motor-cycleisation" exhibited by too many other European models.

Self-Drive

No skill or careful handling is required to drive the Peugeot. It starts easily either on the stand or by the more normal method of pedalling off and dropping the decompressor trigger as the automatic clutch takes up the drive. Another small lever on the left handlebar provides a rich mixture setting for a cold start but the engine is not fussy and fires readily hot, warm or cold.

Once the engine is running, control is by the throttle alone. From standstill opening the throttle engages the clutch as the engine speed rises and the machine moves off smoothly. Left to itself the acceleration at first is not very lively but with a couple of turns (no more) of the pedals to help, the getaway is well up to traffic speeds and from about 5 m.p.h. up the power output is excellent.

To stop the machine the two handbrakes are applied and the powder clutch releases itself as the speed drops to walking pace. At a standstill the engine ticks over smoothly ready for the next move off. There is a slight whine from the clutch all the time the engine is running and the engine can be heard quite a bit when accelerating hard.

Maximum speed on the machine

tested was a trifle over 30 m.p.h. but cruising was a lot quieter if the throttle was cut back a bit to a steady 28 m.p.h. on the flat. There is plenty of power and climbing is well above average mo-ped standards. No disadvantage was found in the single speed as the good pulling characteristics of the engine combined with the non-stalling automatic clutch and pedal gearing that enabled light assistance to be given easily at useful speeds made most hills easier to handle than by juggling with some two-speeders we have met.

Steering and roadholding are good and the sturdy solidity of the machine contributes a happy feeling of confidence, particularly on patches of bad road. Front fork travel is limited and the springing on the hard side but with the 23-in. by 2in. tyres reasonably inflated a comfortable ride is obtained. Braking is very good indeed, both the full width hub brakes working efficiently and smoothly. Either would stop the machine "within a reasonable distance" as the law demands and both together provided safe stopping from any speed on any surface. The arrangement of two handbrakes, pedal cycle fashion, has no disadvantages when the clutch control is banished from the handlebars and it enables the pedals to be kicked backwards to the desired position for pushing off at traffic stops.

All-rounder

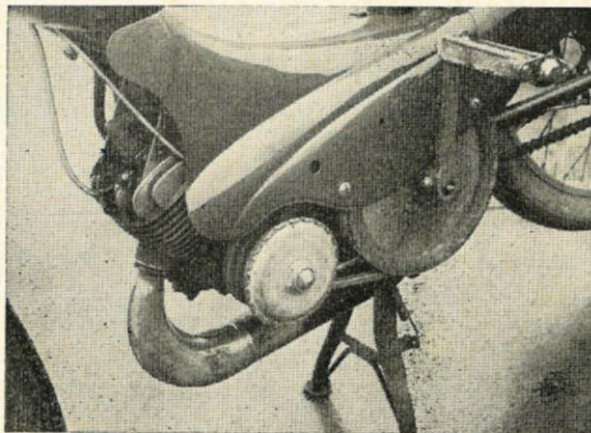
The statement that the Peugeot requires no skill or careful handling

to drive is, we know, likely to make it less attractive to some experienced riders who claim that they actually prefer to have manual controls to use. In practice, however, we find ourselves and vouch for similar experiences with many others, that once one has experienced driving with an efficient automatic clutch there seems no good reason for having anything else. The effortlessness of traffic driving is itself an additional safety factor and the smoothness of operation on every getaway must save wear and tear on the machine itself.

The Peugeot powder clutch appears to be robust, as is the rest of the machine, and does not suffer any falling off in performance after deliberate hard driving; although the unit gets very hot it continues to function perfectly. The machine is strongly built and its controls and accessories match up to these standards. It is accessible and should be simple to maintain and well suited to rough conditions.

Our only criticism is that there is a little too much noise when driving hard, both exhaust and mechanical but we feel that this is not likely to be a serious handicap to the type of driver who will use this machine as it is meant to be used, for a real job of work.

The "powder clutch" is in the sealed metal disc seen here mounted directly on the crankshaft



ENGINE: 40mm. x 39mm., 49 c.c. All alloy. Compression ratio 7.2 to 1, output 1.8 b.h.p. at 5,500 r.p.m.
TRANSMISSION: Single gear 13.55 to 1. Centrifugal metal powder clutch. Vee belt primary drive. Independent final chain drives for engine and pedal gear.
WHEELS: 23in. x 2in., full width finned light alloy hubs with 4in. internal expanding brakes, hand operated. "Michelin" tyres.

FRAME: Single tube main member, welded construction. Telescopic front forks, integral rear carrier, centre stand. 1-gallon fuel tank.

WEIGHT: 77 lbs.

PRICE: £67 (Including P.T.)

CONCESSIONAIRES: Scooter Concessionaires (Sales and Service) Ltd., 7 Hanover Court Yard, London, W.1.

HOLIDAY NEWS

Attractive Cut Fares and a Camping Show

THE NEW season's fares just announced by *Silver City Airways* are generous to mopeds. The single fare for an accompanied moped from Lydd to Le Touquet or Calais is only 2s. 6d. *Silver City* state that the new fares are the result of the ninth cut they have made in ten years. The following is a summary of the new fares as they affect owners of mopeds, scooters and microcars.

Lydd-Ostend and Southampton-Cherbourg. Adult £4. 13s.; Child £2. 2s. 6d. (Child fare applicable for ages 2-12. Under 2-year-olds free); Moped 5s.; Scooter £1. 10s. (peak £2. 10s.); Combination or microcar £4. 10s. (peak £7).

Lydd-Le Touquet and Lydd-Calais: Adult £3; Child £1. 10s. Moped 2s. 6d.; Scooter £1 (peak £2); Combination or microcar £3-10s. (peak £5).

Southampton - Deauville: Adult

£5-15s.; child £2-17s. 6d.; Moped 6s.; Scooter £2-10s. (peak £3); Combination or microcar £9 (peak £11). Peak fares are charged at busy week-ends in July, August and early September but are applicable only where indicated. The return fare is double the single fare in all cases.

An attractive 65/- return fare for passengers without vehicles is planned for the Lydd-Le Touquet route. Further inquiries to Silver City Airways Ltd., 62 Brompton Road, S.W.3 (KENSington 4595)

LONDON CAMPING EXHIBITION WITH TWO-WHEELER ANGLE

SPONSORED by the Camping Club of Great Britain, an exhibition devoted to camping and out-

door life themes is to be held at the Alexandra Palace from January 14th to 24th, including a Clubman's Day on Sunday the 18th.

Everything from the pocket groundsheet to fully equipped caravans will be on view and some sixty firms are exhibiting.

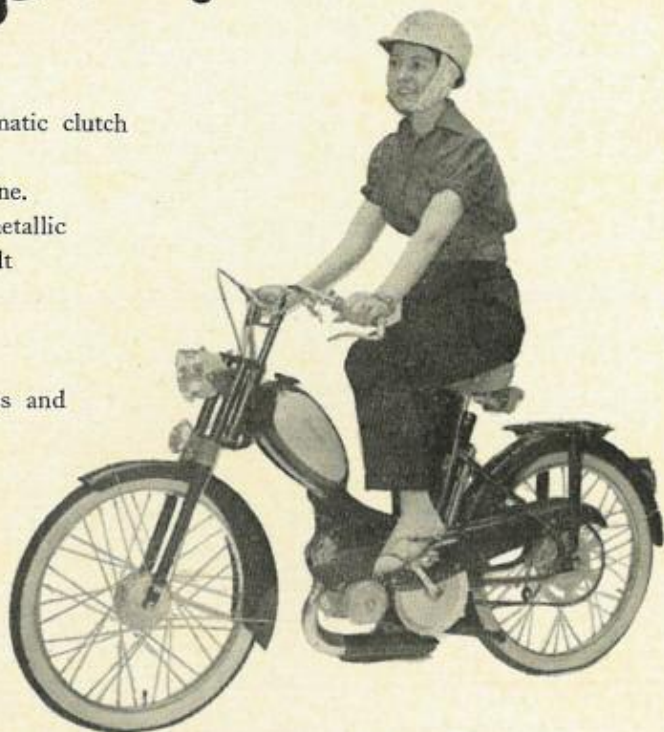
There is a strong two-wheeler angle to the Show and the British Lambretta Owners' Association are organising a Rally in the grounds on the 18th. It will include a *concours d'elegance* and a competition for "Miss Lambretta Camper of 1959", for the woman most suitably dressed for winter scooter camping.

In the Lambretta Camping Race competitors will have to load camping equipment on to a *Lambretta*, drive a short distance, unload, pitch tent and brew up on primus. The regulations do not insist on drinking the resultant "tea".

and now the Peugeot MOPED

The Peugeot Moped with fully automatic clutch and drive take-up is powered by a 49 c.c. single cylinder two-stroke engine. Transmission—automatic centrifugal metallic powder clutch—Primary trapezoidal belt 8 x 13 mm. Relay on crank-axle. Secondary chain sprocket wheel 12 and 52 teeth. Overall ratio 1/13.55. Wheels fitted with 23 in. x 2 in. tyres and 2 in. drum brakes. Open welded steel tube frame with telescopic front fork. Maximum speed on the level 31 m.p.h. Petrol consumption at 25 m.p.h., 141 m.p.g. Supplied in Phoenix Lustre Red finish.

Price including P.T. £67. 10. 0d.



The Peugeot ELITE

This machine is powered by a 147 cc. all alloy single cylinder two-stroke engine. The frame is manufactured from extra strong tubular steel. The suspension—front fork trailing link—rear swinging arm controlled by self damping Neiman rubber units. The wheels, which are inter-changeable, are fitted with 400 x 8 tyres. Also included as standard equipment—Pillion seat—spare wheels—battery parking light—mirror. Price £183. 15s. 0d.



The Peugeot ELEGANTE

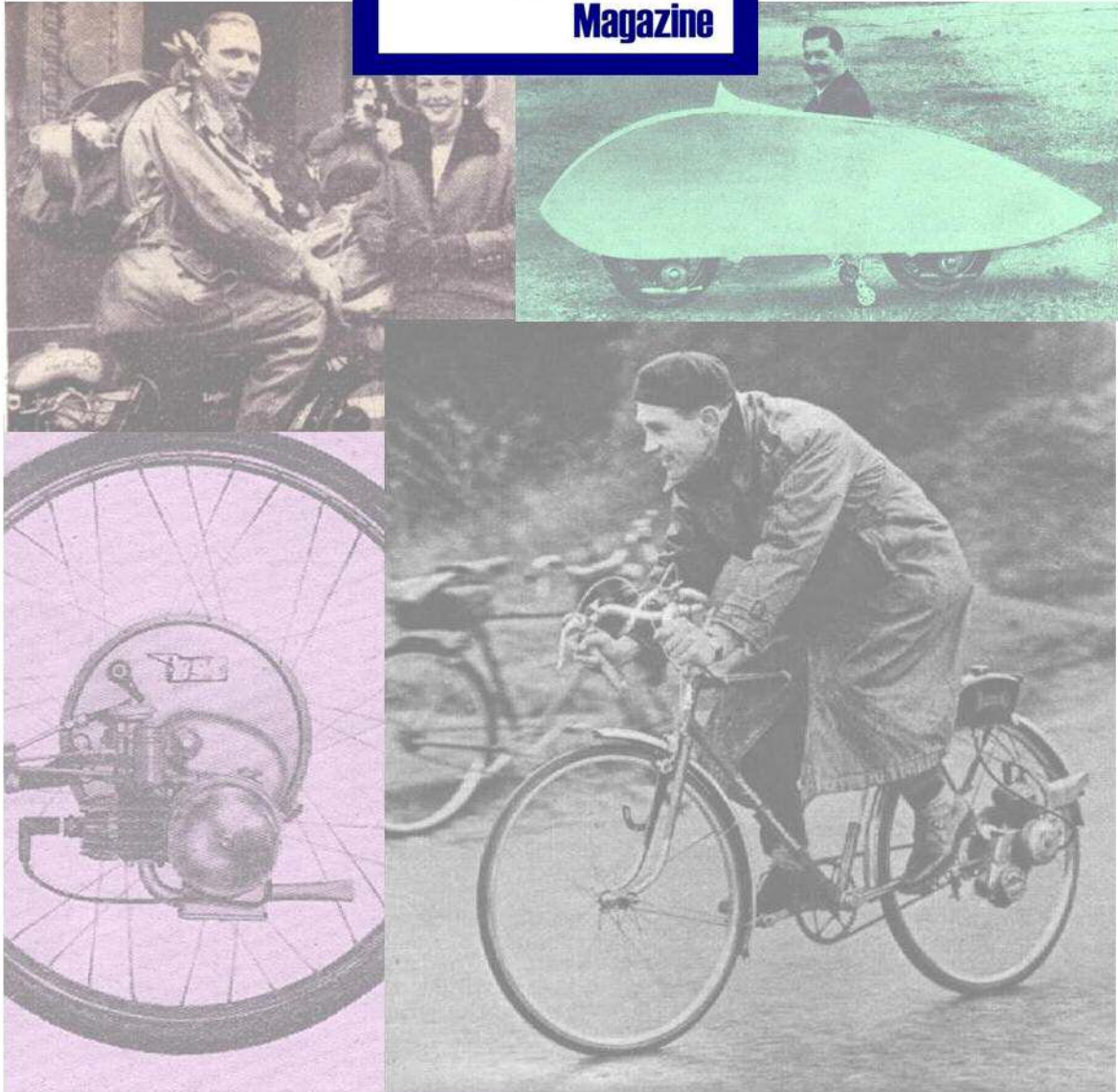
The latest model with extra special features at no extra cost—the spatted front with clean lines for the rider not requiring the front carrier—10in. diameter wheels.

Both the ELITE and the ELEGANTE are extremely high performance machines—ample power—fewer gear changes—better hill climbing—greater economy. Superior suspension and stronger frame means greater comfort for two. The engine is readily accessible by quickly detached body.

Write for illustrated brochure to :

SCOOTER CONCESSIONAIRES LTD., 7 Hanover Court Yard, Hanover Street, W.1.

IceniCAM Information Service



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