

PEUGEOT is an old and honourable name in French motoring and all products under that name are worthy of respect for their undoubted influence on design. A recent acquisition of the *Terrot* name added to the range and variety of their two-wheelers and of all these the most outstanding model is the *BB. 104*.

In appearance this ultra modern mo-ped is different from anything and everything that preceded it. Pressed steel bodywork with clean, hard lines replaces the usual frame-and-fittings layout of conventional mo-peds, swinging arm suspension fore and aft provides comfort and road grip and the model even has footboards for a change of position when the pedals are not required, which is all the time after starting.

Automatic

Transmission is automatic and the new clutch is of the disc type actuated by free running steel balls. This replaces the magnetic powder clutch on earlier models, but the expanding pulley variable gear belt drive remains the same. The saddle is a dualseat and pillion footrests are standard fittings, relatively small wheels with 19×2.25-inch whitewall tyres add to the rather scooterish impression of the machine's appearance given by the pressed steel body work and built-in legshields.

Front mudguard valancing is deep and headlamp and handlebars are cowed in styling to match the rest of the mo-ped. The fuel tank holds 1½-gallons, giving a touring range of about 160 miles and there is built-on carrier space over the rear wheel for plenty of luggage.

Starting can be effected either by kick-starting on the stand or by pedalling away, the latter being surprisingly easy in view of the heavy, un-bicycle like appearance of the *BB. 104*. A small choke lever on the left handlebar is balanced by a similar lever for the decompressor on the right and in practice one quickly gets accustomed to using the two together for the first seconds of a cold start. Starting was easy and certain under all conditions throughout the test and after the first minute on the road the engine never stalls.

The plate clutch is very smooth in getaway and the rider cannot feel the actual moment of full engagement as the clutch and the automatic gearing

work in harmony to provide brisk acceleration up to a useful 30 m.p.h. cruising speed. The *Peugeot* can go a lot faster than this up to well over 40 m.p.h. on a favourable grade, but the best part of the power curve lies between 15 and 30 m.p.h. Within this range also climbing capacity is very good. Main road hills are taken with very little falling off in speed and there is plenty of urge behind the throttle for passing other vehicles.

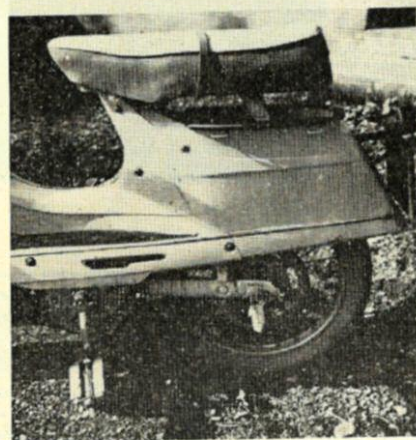
Starting from standstill on the level or mild gradients does not call for pedal assistance at all, but on steep hills some smart pedal twiddling is demanded to get the road speed past the point of full clutch engagement.

PEUGEOT

BB. 104

Modern, different,
tough, easy-going. . .

Steering is firm and sure at all speeds and roadholding good, particularly so on bumpy ground where the unusual qualities of this machine make themselves noticed. In spite of its sophisticated styling, the *BB. 104* is a very tough and solid machine designed for hard work without molly-coddling. With its 2½-inch tyres, full movement suspension fore and aft and firm springing it can maintain good cruising speeds over poor roads or even no road at all. If put into really big bumps and holes the suspension bottoms gently against rubber stops and there is no clashing of metal on metal. The small diameter wheels are heavily spoked and as tough and strong as the rest of the machine.



Top: "Cow-horn" handlebars are very comfortable and have nothing to rust

Below: Rubber covered footboards as well as pedals

Both brakes are hand operated giving a fine degree of control with adequate stopping power. The 6-watt headlamp beam is not as powerful as some but the spread of light is where it is wanted and can illuminate both sides of a lane at 20 m.p.h.

Exhaust silence standard is quite good but the total enclosure of the power unit in sheet metal does have the effect of increasing the amount of mechanical noise apparent to the rider. As observers on pavements reported that the machine was actually quieter than most even on full throttle, it can be assumed that the additional noise is more apparent than real. There is some roughness from engine vibration in the upper part of the speed range, but this is not excessive.

Real worker

Some criticisms are inevitable though none of them is of major significance. Most obvious is the complete lack of tools or anywhere to put them. In all that substantial bodywork we could find nowhere to put as much as a plug spanner. There is carrier space over the rear wheel and built-in lugs that would support panniers for touring, but no toolbox.

The petrol tap is a neat plastic affair set into the offside detachable engine panel, but has no reserve and, because of the slope of the internal tank, dipping is rather an inaccurate measure. The side panels themselves are secured by coin slotted screws and the slim rubber-covered footboards above them can be used to keep the feet tucked up well behind the legshields. For a tall rider the position is too cramped but most women could and would use the footboard position in comfort and keep quite warm and dry.

Using the usual fore-and-aft pedal position when moving, the shields are not low enough to provide protection for the feet but trouser legs stayed dry in a real soaking at 20 m.p.h. upwards.

Very attractive to look at, easy to clean and maintain and comfortable to ride, this machine is a real worker with a taste for tough going. The rural user who occasionally wants to leave the macadam roads can do so with confidence and the tourist can get away from it all in comfort. Except for very steep hills this is a sound, go-anywhere mount, of unusual adaptability and character.

Specification:

Engine

Two-stroke single, atmosphere cooled, all alloy. Bore 40 mm. × stroke 39 mm., capacity 49 c.c., compression ratio 7.4 to 1.

Chassis

All welded monocoque pressed steel main body member with integral engine bearers and rear end assembly. Front fork and mudguard assembly also in one piece pressed steel, detachable side panels, 1½-gallon fuel tank in main frame. One piece pressed handlebars. Dual seat standard equipment. Built-in legshields.

Transmission

Fully automatic disc clutch centrifugally operated by ball weights. Automatic variable gearing by expanding pulleys with Vee-belt primary drive. Independent chain drives for engine and pedals with engine disconnector control on countershaft pulley.

Wheels

15-inch plated rims with 2.25-inch whitewall tyres. Full width, ribbed, light alloy hub brakes, both hand operated.

Suspension

Bottom leading link front and swinging arm rear forks with rubber springing.

Electrics

Cowled headlamp with illuminated speedometer, 6-volt, 6-watt, double filament bulb, 6-volt, 3-watt, tail lamp with reflector. Electric horn, dip-switch.

Weight

98 lbs. (dry)

Price

£89. 18. 0.

Concessionaires

Layford Automotive (G.B.) Ltd. 134, King Street, London, W.6.

HERE'S TO YOU AND A

BB104
BBVT
BBV

CHRISTMAS FROM PEUGEOT!

For all that's automatic in mopeds, choose a Peugeot. There's no clutch to operate, only three controls and a throttle-twist start. The BB104 is the moped that's a scooter as well with sheer lines, economy and safety. The BBV is a moped de luxe with telescopic forks, swinging-arm, rear suspension, full width hub brakes, automatic clutch and transmission. The BBVT is the BBV without rear suspension.

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complete the coupon and post now!*

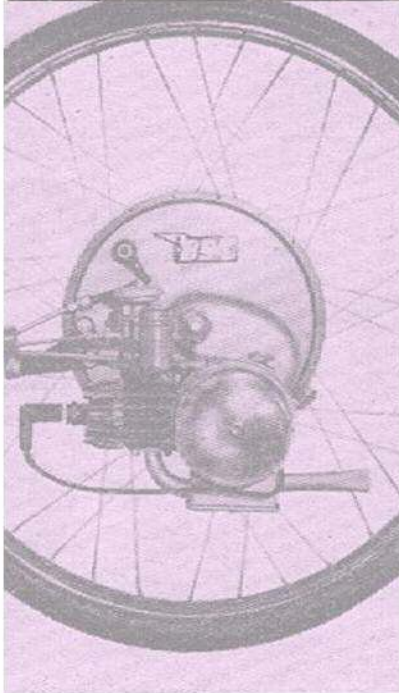
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