

WITHOUT casting any aspersions on what is an excellent piece of machinery, the Peugeot BBITLS can fairly be described as "the lazy man's moped" and since like a lot of other people I am naturally lazy I enjoyed testing it.

With more aids to easier riding, being invented there is a tendency among the older generation to hark back to what are popularly supposed to be the "good old days." The younger person is told how the crystal set was "more fun" than the push-button wirelesses of today or that the vintage Bentley was "more interesting" than its modern counterpart. In nine cases out of ten this is just sentimental nonsense and as far as mopeds are concerned, the Peugeot makes harking back undesirable.

First we have a speedy engine. The speedometer on my model was a bit "wobbly" and much of the time I could not say with accuracy

## Road testing . . .

# THE PEUGEOT BBITLS

A fast French moped with many extras and excellent suspension

what speed I was doing. With the stop-watch to check my progress over the measured tenth of a mile, I found to my amazement that I was averaging 32 m.p.h. This is all the more remarkable considering the engine note at this speed. The efficient silencing and vibrationless design reduce both sound and shuddering to an absolute minimum.

The engine power is transmitted to the back wheel through a magnetised metallic powder clutch which is fully automatic in operation. Starting only requires about three full revolutions of the pedals whereas stopping and starting again with the engine running only involves the two basic controls, brakes and throttle. With the engine running and the moped stationary on the flat or facing down a gradient, the "pull" of the engine can be felt through the clutch even with the throttle shut down fully. There is also a continual hiss. These factors are mentioned by the handbook and there is nothing to be alarmed about. The continual "pull" will lessen with use, while the hiss is intended and does not indicate wear.

Although the Peugeot would take me away from a flat start without any use of the pedals, I normally preferred to give them a couple of revolutions. In this way it was possible to leave behind many types of vehicles at bottle-necks and compulsory halts.

The handlebar layout was definitely designed to appeal to the lazy rider. Pressure on a small lever easily accessible to the left thumb, retains the strangler device. The second that thumb pressure is released the strangler jumps back to its normal position. Combined with the automatic clutch, this makes the sleepy early morning start a good deal easier.

Difficulty may be experienced with the reversed brake levers which pivot at the end of the handlebars but this was not the case with me. There was only one facet of the layout that needed familiarisation and that was the position of the decompressor lever which is combined with the throttle twist-grip. At first there was a tendency for this to catch my right thumb as I manipulate the throttle.

Apart from its good top speed the Peugeot also performs very attractively on hills. Pedals were required on the worst sections of the test hill (1 in 10), but, due to the engine's eagerness a very praiseworthy 1 min. 58 secs. was recorded for the whole  $\frac{1}{4}$  mile gradient

Performance		Specification	
<b>Maximum speed:</b> Flying 1/10th mile, 32 m.p.h. Standing 1/10th mile, 16 m.p.h.		<b>Engine:</b> Peugeot two-stroke; 40mm. bore x 39mm. stroke = 50cc.; c.r. 6 to 1; 1.7 b.h.p. at 5,500 r.p.m.	
<b>Acceleration:</b> 0-10 m.p.h., 5 secs.    0-20 m.p.h., 15 secs. 0-30 m.p.h., 28 secs.		<b>Gearbox:</b> Single speed with fully automatic centrifugal metallic powder clutch; primary belt drive and final chain drive; pedal or kick starting.	
<b>Economy:</b> At 20 m.p.h., 140 m.p.g. At 30 m.p.h., 110 m.p.g.		<b>Frame:</b> Open welded steel tubular construction; telescopic front forks, swinging arm rear suspension.	
<b>Hill climbing:</b> Time for hill: 1 min. 58 secs. Pedal assistance from 0.3 miles. Test hill 0.5 miles long; max. gradient 1 in 10; average gradient 1 in 16.		<b>Tank:</b> Just over 1 gallon capacity.	
<b>Braking:</b>		<b>Lights:</b> Head and tail lamps fed direct from flywheel magneto-generator.	
At 20 m.p.h.    Front    Rear    Both	19ft.    23½ft.    14ft.	<b>Wheels and brakes:</b> Both brakes 4in. internally expanding in full-width hubs; chromiom plated rims; 2.00in. x 23in. whitewall tyres.	
At 30 m.p.h.    54ft.    69ft.    42ft.		<b>Equipment:</b> Electric horn; tool kit and bag; luggage carrier; tyre pump; centre stand; handlebar operated air control.	
<b>Peddalling:</b> Maximum pedalling speed: 14 m.p.h. Comfortable pedalling speed: 8 m.p.h. Tester's rating: fair.		<b>Finish:</b> Lakeland Blue, Valencia Blue.	
<b>Tester's weight:</b> 220lb.		<b>Weight:</b> 88lb.	
		<b>Concessionaires:</b> Scooter Concessionaires (Sales and Service) Ltd., 7 Hanover Court Yard, Hanover Street, London, W.1.	
		<b>Price:</b> £67 10s. inc. P.T. Pannier bags, per pair - £1 16s. 6d. Windshield, £3 2s. 6d. (without apron, £2 14s.). All prices of extras include P.T.	

tween a rattle that will nag at you a year after you buy the moped, and continued quiet.

The pump is located in a sensible place behind the seat tube. Here it is not likely to be accidentally kicked off nor will its vital parts gradually fill up with road grit.

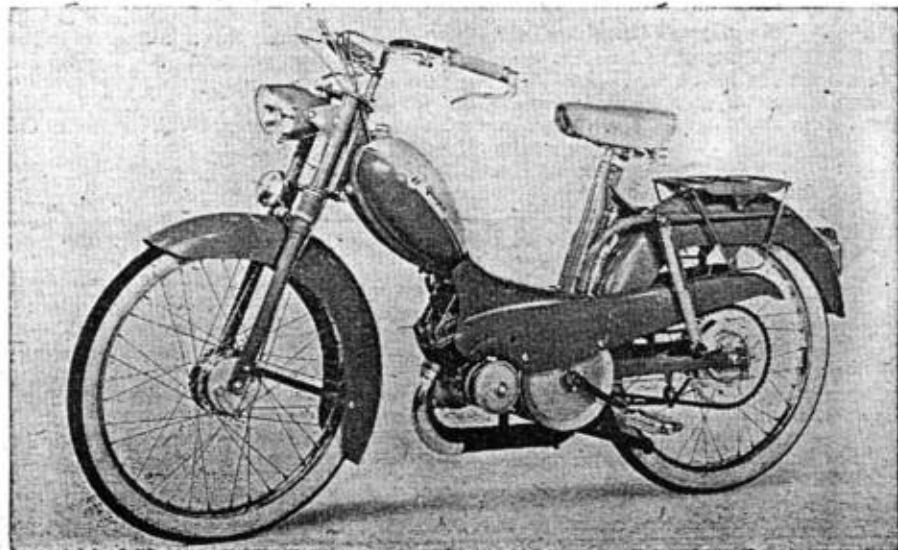
Do you use elastic luggage straps? If you do then you will find the Peugeot's carrier admirably suited to this type of securing device. Although fairly small it will accommodate the most awkward loads and there are plenty of places where strap hooks may be attached.

Changing the Peugeot from a moped into a bicycle is a very simple process. On the face of the large pulley on the nearside, a length of thick wire is notched into one of two metal hooks. To disconnect the pedals from the clutch the wire should be unhooked from one hook and placed under the other.

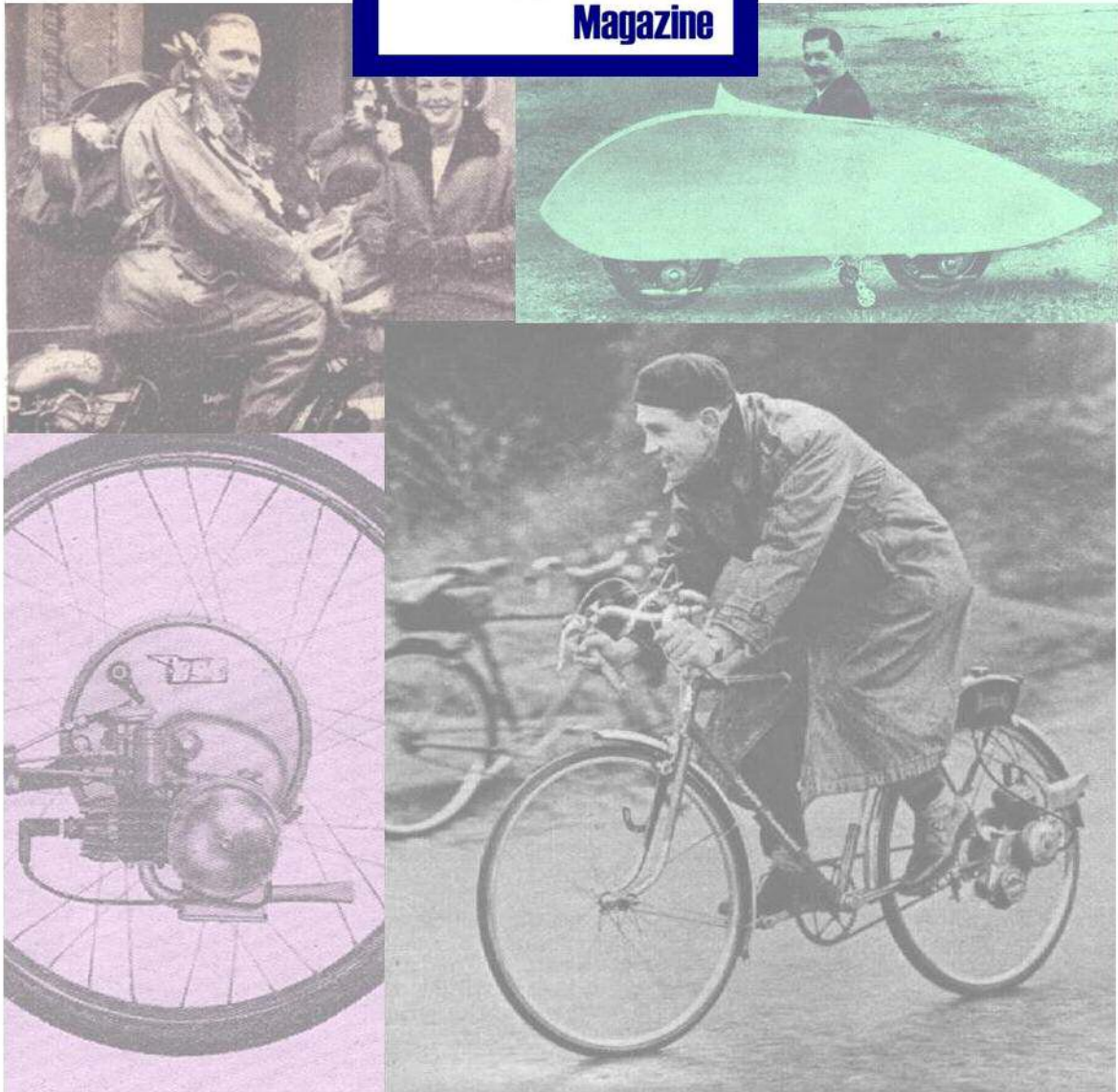
Finally a word about tools. The Peugeot is supplied with a small rubber tool-kit carrier and several varied tools. I would not like to hazard what the cost of bag and tools must be, but I don't think it can be very high. Nevertheless it is the attitude of the manufacturers that counts. By supplying an inexpensive but useful tool-kit with their moped they display an interest in the person who buys their product. It is small things like that, as well as the bigger considerations, which would sway my choice if I intended to buy a moped.

CENTAUR.

An automatic clutch, a responsive engine and a thoughtful design make the Peugeot a lazy man's moped. Add to this an enthusiasm for hills and you have a £67 10s. bargain.



# IceniCAM Information Service



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