

from Czech Motor Review

THE BABETTE SPORT



Much as this may surprise you, Povážské strojárne, the people who at Povážská Bystrica produce the Babette moped, are not really specialist manufacturers of motor-cycles. The plant is part of the ZVL concern that makes antifriction bearings. Per-

General view of the new sports moped from Povážská Bystrica

haps this eternal business of sorting millions of tiny balls and rollers has taught them better than most others to spot the differences between things that look identical, be it bearing components or markets. For all their tradition in the production of small motor-cycles, scooters and mopeds, and despite the impressive scale of their operations, they are never above taking a hint. So when American Jawa Ltd. pointed out that the standard version of the Babette was no longer up to the image that young people overseas expected of their fun machines, the designers at Povážská Bystrica took just six months flat to evolve, and prepare the production of, a new model, hand-tailored to suit the needs of this particular market.

The Babette Sport, as the new model is known, is based on the current production model of the Babette, alias type 207 500. The engine has remained virtually unchanged, but the rest of the machine looks entirely unfamiliar. The open-topped frame of the standard Babette has been supplemented with a tubular cross-bar which

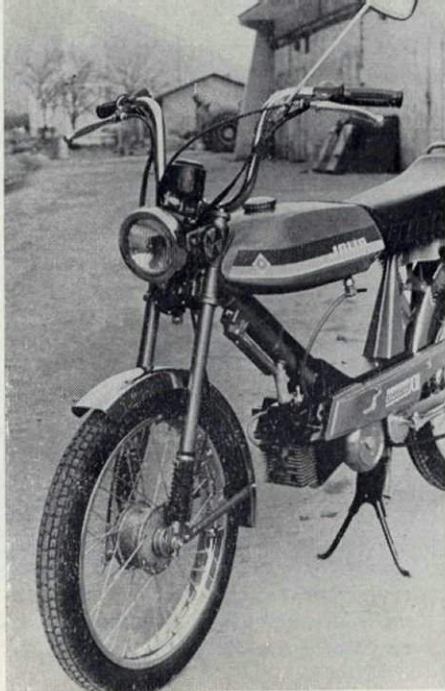


serves two purposes: it adds the extra rigidity needed off the road; and it accommodates a long, sleek, sporty-looking fuel tank of 6.5 litres capacity, with a chromium-plated filler cap and an outlet cock that locks in position. The tank is resiliently mounted on vibration-damping rubber blocks, and fitted with a strikingly yet pleasingly styled marque symbol.

Another item that is wholly new is the saddle, which follows the current trend in being long, softly sprung, and faired into the line of the fuel tank and frame. Those long saddles are not just a matter of fashion: they enable the rider to shift his seating position, thus avoiding fatigue and cramp on long journeys, and they also adapt far more readily to riders with unusual body proportions. Behind this saddle, a chrome-plated luggage rack adds to both the sporty appearance and the utility value of the machine.

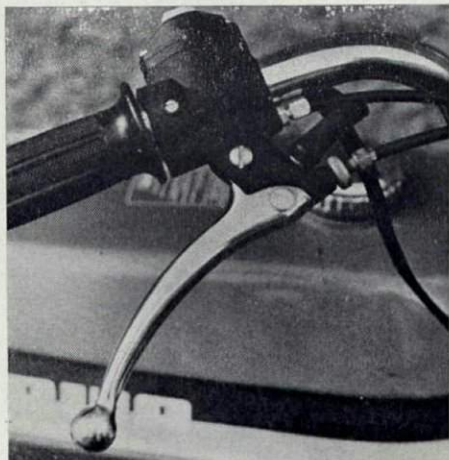
The handlebars are set abnormally high for a moped, emphasizing that this is a machine capable of cross-country riding, and carry a complement of aggressively styled controls by Domino. The speedometer is no longer set into the headlamp cover, but is brought into the open as it is on racing motor-cycles. The covers on the flanks of the machine have been extended upwards, both for superior looks and for extra protection against dust, dirt and moisture. A shaped tube attached to the frame strut holds all the wiring and bowden cables, safeguarding them against damage and making for a much tidier front end.

The power unit is that tried and proven air-cooled single-cylinder two-stroke of 49 cc, with a bore of 39 mm and a stroke of 41 mm. The JIKOV carburettor, with a 12-mm throat, has a throttle flap that adjusts to any of three positions. That facilitates cold starting even under extreme conditions, makes for smooth acceleration



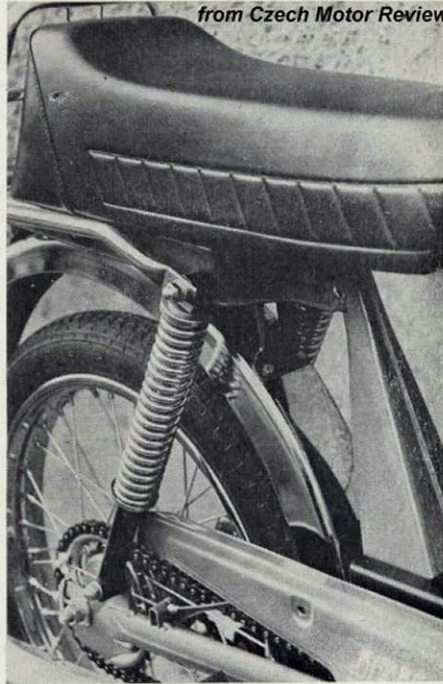
The new shape fuel tank and higher handlebars enhance the sporting appearance of the moped

The clutch and brake handlebar levers are also new style

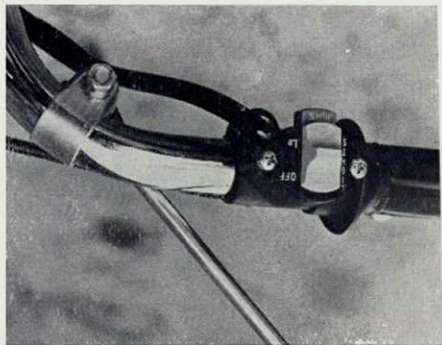




The Babetta Sports is equipped with a tail lamp with brake light and with a relatively robust luggage carrier (picture on the left). The picture on the right is a close-up of the saddle which offers enough comfort



from standstill, and also affords a smooth transition in the phase when the carburetor slide takes over control. The induction system has been redesigned, and now exploits one of the frame tubes as an inlet silencer. The exhaust system also incorporates new features, which are covered by a Czechoslovak patent. The dry centrifugal clutch provides a measure of controlled slip, during acceleration only, to ensure a smooth ride; in this phase it acts as an automatic transmission, controlled by the twist-grip. The a.c. generator adapts to



The handlebar controls are supplied by "DOMINO"



Babetta

a wide range of running speeds; its output of 30 W is ample for what it has to feed – the headlight, tail and brake lamps, trafficators and horn. The gear box, mounted in the engine casing, comprises a primary

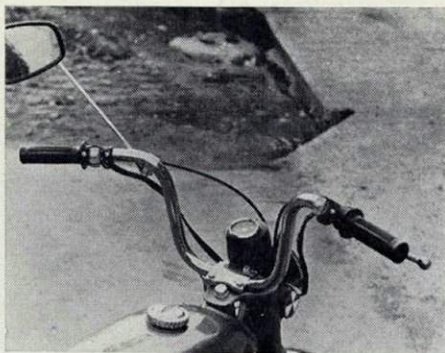
gear train driving the sprocket shaft of the secondary chain transmission. It is complemented with a patented shift mechanism for switching over from engine to pedal power and vice versa.

Technical data:

Dry weight	49.5 kg
Kerb weight	55 kg
Load capacity	90 kg
Noise level	max. 73 dB (A)
Maximum cruising speed	48 km/hour $\pm 5\%$
Power output	1.7 kW $\pm 5\%$ at 5000 r.p.m.
Torque	3.85 Nm at 3250 r.p.m.
Mean piston velocity	6 m/sec at 4500 r.p.m.

Acceleration: 100 m	13.9 secs
200 m	21.5 secs
Climbing power	13.5 % gradient
Overall length	1750 mm
Overall width	625 mm
Ground clearance	75 mm
Minimum bend diameter	3.2 m
Tyre size	2 1/4 x 16"
Inflation pressure: front	196 kPa
rear	245 kPa
Brake size	85 x 20 mm
Road spring stroke, front and rear	60 mm

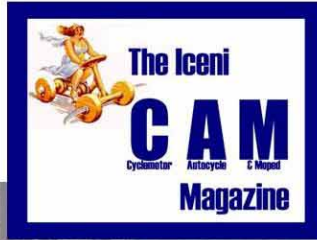
The Babette Sport has been adapted to the specific requirements of the American market in details such as the sealed beam headlamp, the brake light, not fitted on the other models, reflectors on its flanks as well as at the rear, or the buzzer installed instead of the conventional klaxon. Its styling is designed to appeal to the teenagers who are expected to form the bulk of the buyers, down to a bright metallized finish. Beneath all these face-lifting additions, however, the machine is still the trusty and sturdy Babette we all know – cheap to buy, cheap to run, robust, dependable, and modest in its fuel consumption and maintenance requirements alike. A model that anybody can ride safely, no matter whether he is using it to get from point A to point B or merely for the pleasure of it. And a model that business



A novelty is the speedometer separated from the headlamp

competitors will find hard to beat on any of these counts.

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