

MOBYLETTE DE LUXE

*French Moped Gives our Best-Ever
Fuel Consumption*

WHAT can you buy for a farthing? Believe it or not, a mile of motoring—if you're using a "Mobylette de Luxe," for during our test this model returned a fuel consumption which improves by 14 per cent, on the previous best—the "Moby-matic's" 220 m.p.g. recorded in July last year—and which is over 30 per cent, better than that of the best 50 c.c. moped of manufacture other than Motobécane. This fantastic 252 m.p.g. at 20 m.p.h., moreover, was obtained from a brand-new engine—an engine fitted to a machine, which I had seen brought, still wrapped in maker's packing, from the Motor Imports warehouse; which had been oiled and greased in the normal 15-minute servicing by the resident mechanics; and which was then handed straight over to me. In other words, the machine which I collected was in the same order in which any customer could expect to receive

a new "Mobylette"—a fact which makes this test of more than usual interest.

Though fitted with the same frame which is used for the ultra-simple standard machine, the "Mobylette de Luxe" is equipped with the refinement of an automatic clutch which comes into operation once the machine has been pedalled to a speed of three or four m.p.h. At traffic stops, the rider merely applies the brakes, and the clutch disengages itself just before the moped comes to a standstill. When the lights change a couple of dabs on the pedals will whisk the "Moby." up to the requisite speed for the clutch to re-engage, when the machine is then controlled in the normal way. I found the clutch to be absolutely fool-proof, and am still wondering why so few makers outside France have taken up this excellent idea.

At heart, the "Mobylette" is simply a

The "MOBYLETTE" at a GLANCE

Maximum Speed: 27 m.p.h. in 23 sec. from rest.

Economy: 252 m.p.g. at 20 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.

Both brakes ... 12½ feet. Not applicable.

Front only ... 20 feet. Not applicable.

Rear only ... 22 feet. Not applicable.

Load carried during test: 200 lb.

Engine: Motobécane two-stroke; 39 mm. bore x 41.75 mm. stroke—49.9 c.c.; c.r. 6 to 1; 1.35 b.h.p. at 3,400 r.p.m.

Gearbox: Countershaft with disconnecting device to free engine; single speed; automatic clutch mounted on engine shaft; belt primary and chain final drives.

Frame: Of tubular construction; rigid rear end; rigid front forks.

Tank: 5-pints capacity.

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

Wheels and Brakes: Caliper-type front brake; rear brake ¾-in. internal-expanding; chromium-plated rims and rust-proof spokes; white 2.00-in. x 24-in. Michelin tyres.

Equipment: Tool bag; tool kit; centre stand; luggage carrier; tyre pump; number plates.

Finish: Beige enamel with chromium-plated details.

Weight: 79 lb.

Makers: Ateliers de la Motobécane, Pantin, Paris, France.

Concessionaires: Motor Imports Ltd., 158, Stockwell-road, London, S.W.9.

Price: £49 10s. 11d. inc. P.T. Speedometer £2 2s. 6d. inc. P.T.

For five shillings, a rider of the 250 m.p.g. "Mobylette" could do two return trips from London to Brighton by the "long" route, taking in Selsfield Common—a cross-roads since Roman times.

strong, powered touring bicycle, but that doesn't make it a sluggard. Its recorded 27 m.p.h. was reached in a steady flow of acceleration which would hardly have discredited a good two-speeder, and its hill-climbing, too, was well up to the average for single-speed machines, with the pedals coming into play at the point where a two-speeder would need bottom gear. Up to that point, the "Mobylette" was as nimble on hills as any more complex machine.

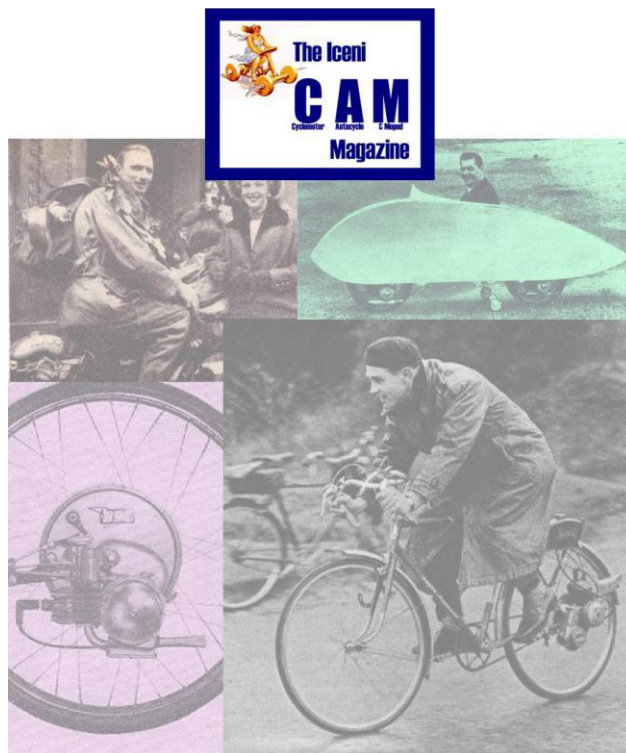
Handling was good, and comfort adequate, despite the rigid front and rear ends. Potholes, of course, could be felt, and so could culverts, but who makes a habit of driving over those anyway? Engine smoothness left nothing to be desired, and neither did the careful silencing.

Brakes usually take quite a while to settle down, and those on this machine were no exception to the rule. Therefore, the outstanding braking figures obtained with the standard "Mobylette" some months ago were not approached, though better-than-average results were expected and produced.

My one criticism of the machine is the lack of any fuel reserve. This is less important than usual because of the way in which the "Mobylette" can be turned into a bicycle at the turn of a catch on the countershaft, making this a true dual-purpose machine.

CENTAUR
A25

IceniCAM On-Line Library



www.icenicam.org.uk