



Quite at home among the City of London pigeons, the Mobylette is sleek to look at and handy to use

**ROAD TEST REPORT:**

## The MOBYLETTE Mark II

**F**IRST of the automatic clutch mopeds to come to Britain and made by Motobecane, the largest manufacturers in the world, the De Luxe Mark II Mobylette is truly enough just another model from the large current range, but it is an interesting model and new.

The De Luxe Mark II, for all its high sounding title is a simple and very practical lightweight in the best utility machine tradition plus modern styling. The frame is of the single beam type in welded pressed steel forming one section from steering head to rear wheel. It is fully "open" to provide easy mounting and dismounting for either sex in any clothing styles and the line blends very well with the neat and effective fairings that protect the rider completely from the engine and transmission.

Styling throughout is excellent, unusually so for so low priced a machine. The large capacity tank mounted on the seat tube blends its lines completely with the frame and rear carrier and the long domed mudguards hug the 23-inch wheels. White enamel finish, whitewall tyres and a minimum of chrome area on handlebars and headlamp bezel only add to the good looks.

The power unit is the familiar two-stroke single in light alloy with sleeved barrel, flat-topped piston and an output of 1.3 b.h.p. at 3,400 r.p.m. This low speed pulling characteristic is one of the charms of the machine and it does its work without any noise or fuss whatever. In heavy town traffic one almost forgets the engine altogether.

Apart from the pressed steel frame the most noticeable new feature of

this Mobylette is the changeover to 23-inch wheels in the modern manner. The effect is to make a more compact mount, easier for women riders to handle, whilst retaining the full range of adjustment for height and angle of saddle and handlebars.

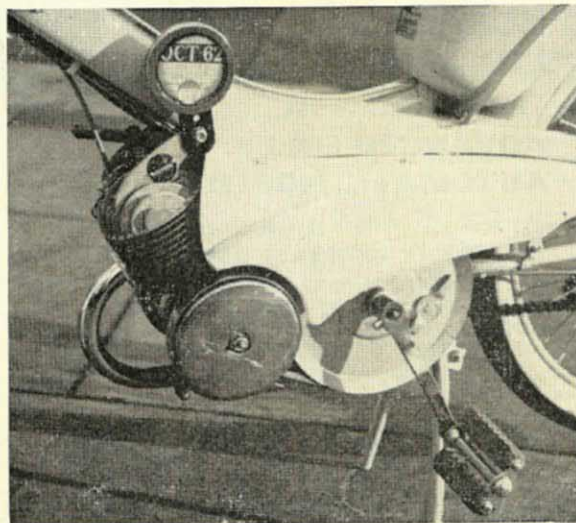
### Handiness

The Dimoby automatic clutch starts the machine equally easily either by pedalling, when the clutch engages at about 4 m.p.h., or by kickstarting on the stand. A small trigger under the left thumb operates the choke and was only needed for a dead cold start and then but sparingly. The right hand twistgrip oper-

ates the decompressor when turned outwards and throttle inwards with a positive "neutral" position in between at which the engine ticked over reliably.

On the road the outstanding impression of the Mobylette is sheer handiness. From standstill it gets away without effort whether one uses the pedals or not. Acceleration is steady all the way up from about 8 m.p.h. to the mean maximum of 28 m.p.h. entirely without fuss, noise or vibration. There is a slight increase in noise and the engine can be felt in the top 3 m.p.h. of this speed range but this smooths out again when any slight down grade brings the speed up over 30 m.p.h.

The effect of this steady power



The shielding provides full protection to clothing without cluttering up the engine

over the full speed range is to make the *Mobylette* an ideal traffic machine. It is so light that one might be riding a conventional pedal cycle, conventional, that is, in everything but the extra comfort provided by sprung forks and large section tyres. Both brakes are excellent stoppers and work smoothly and progressively at all speeds.

The engine is designed for reliability and long life rather than high power output and there is nothing of the sports machine in the performance, but all the power is where it is most useful, at moderate revs and it ties in well with the pedal gearing so that at very low speeds or on hills rider and machine work together naturally. This is a valuable point in a town machine and makes the *Mobylette* more comfortable and easy to handle than the more powerful models that tend to have a gap between top pedal speed and bottom of the effective power curve of the engine.

The model is equally useful for out of town use except that the cruising speed of around 25 m.p.h. is rather low for long range main road work. Hill climbing without pedal assistance is limited to gradients of about 1 in 14 from standing start but pedalling is light and easy and the clutch sturdy enough to stand

plenty of work. Steering and road-holding are up to the best modern standards but we found the recommended tyre pressures of 24 p.s.i. front and 28 rear a little on the hard side for maximum comfort and braking.

### Top Of The Class

Our three practical criticisms of the machine are all of so minor a nature that they seem like carping.

There is no reserve fuel tap, but with a capacity of nearly one and a half gallons it is not very necessary. The saddle is not so comfortable as the British pan type, but this is partly a matter of taste and use. There is no dip-switch on the handlebars, but one could be fitted for a shilling or two. So altogether there is not much to complain of about this machine.

The Mark II is a thoroughly useful and handy vehicle, low priced, reliable, efficient and economical. It does not try to compete with luxury mopeds but it really deserves a place at the top of the class as an excellent example of the everyman (and every woman) mount of the 1960's.

### SPECIFICATION

**ENGINE:** Two stroke single, 39mm. bore x 41.75mm. stroke, capacity 49 c.c., output 1.35 b.h.p. at 3,400 r.p.m., light alloy head and barrel with cast iron liner, "Gurtner" carburettor.

**TRANSMISSION:** "Dimoby" 4-shoe automatic centrifugal clutch, V-belt primary drive, separate chain drives for power and pedals.

**FRAME:** Beam type with welded steel pressings. Detachable fairings, domed mudguards, telescopic front forks, tank capacity 1.4 gallons.

**WHEELS:** 23-inch x 2-inch with full width finned alloy hubs, internal expanding brakes both hand operated. "Hutchinson" whitewall tyres.

**ELECTRICS:** "Novi" flywheel magneto, twin filament headlamp, moulded plastic tail lamp/reflector, electric horn.

**PRICE:** £56.18.6 (including P.T.)

**CONCESSIONAIRES:** Motor Imports, Ltd. 7, Gresham Road, S.W.1.

### CORRESPONDENCE

(continued)

#### Ammeter on Bella

I wonder if any of the P&P readers, owning a *Bella* 197 c.c. scooter have fitted an ammeter to their machine?

I have tried sorting this out, but the only way seems to be in the positive lead of the electric starter, this would be a little hard on the ammeter.

A. MARSLAND,

Sholing,  
Southampton

#### Mobylette Luxamatic

I have owned a *Luxamatic* since last February, completing 5,000 miles last week and find this a very safe and reliable machine to ride especially in heavy traffic.

This must be without a doubt about the quietest machine on the road today, this being even more remarkable seeing that it has got one of the highest maximum speeds of any 50 c.c. moped around the 40 m.p.h. mark.

I should like to hear through your correspondence column of anyone who has had experience with this

machine or its opposite number the *Raleigh Supermatic*.

I enjoy your magazine P&P very much and look forward to getting it every month.

JAMES MORTON,

Paisley,  
Scotland.

#### Oil query

I would be very grateful if any of your Vespa 125 c.c. readers who have used *Bardahl* two-stroke oil will let me have their opinions, either through your paper or direct to me.

P. JONES,

9, Lodge Road,  
Atherton,  
Nr. Manchester.

#### Express Spares

In reply to the enquiry by your reader Mr. J. K. Reading of Leicester in your December issue, concerning the *Express Moped*. I would like to take this opportunity of explaining the position of Express, as it may help people who already have these machines.

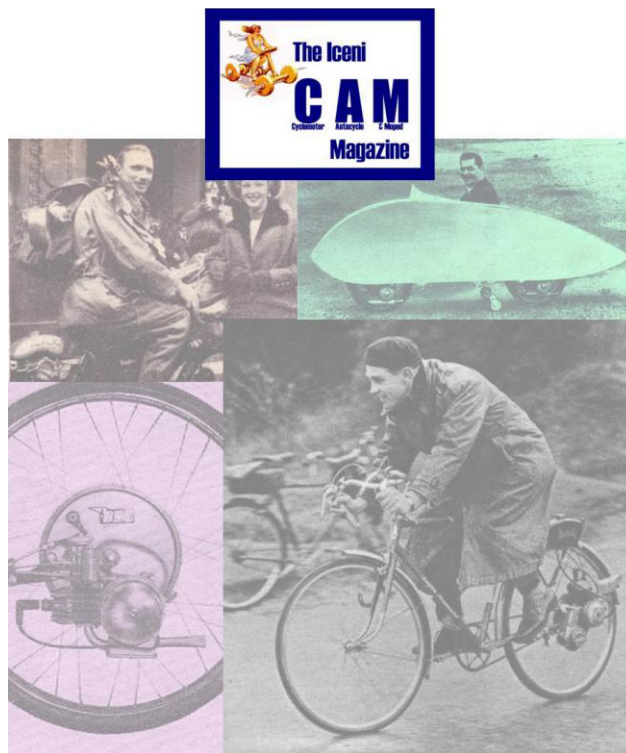
We are the concessionaires for the United Kingdom for the Zweirad Union, A.G. This is the new title for the concern which was originally simply Victoria. Just over two years ago, D.K.W. and Express amalgamated with Victoria and they were all gathered into one factory, hence the title Zweirad Union, or "Two Wheel Union".

The D.K.W. and Victoria mopeds which were manufactured prior to this amalgamation are still produced in their original basic form, but the Express machines are now, in reality, Victoria models carrying the Express transfer. We do not, therefore, import Express machines, as it would merely be a duplication of the models we already sell.

Providing the fullest information is given by anyone requiring spares for the original Express machine, such as engine and frame numbers, model number, colour, etc. and date and manufacture, we can in most instances obtain spares from Germany and we would be happy to give this service to Express owners who are having difficulty in obtaining spares for their machines.

H. G. LOYNES,  
Service Manager.  
*Europa Imports Limited.*

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