

THE MOBYLETTE DE LUXE

A well equipped French moped with automatic transmission tested by Centaur

OPINIONS vary as to the build up of a utility machine such as a moped. One school holds that such a machine should have front and rear springing, multiple gears, high cruising speeds, good climbing abilities and numerous gadgets and attachments. On the other side of the scale is the man who demands a single-speeder with no suspension and the minimum of gadgets to go wrong. Into this latter group and right to the top of the field goes the Mobylette De Luxe.

Here, as some enjoyable test miles have convinced me is a machine that has most of the virtues of an ideal mount and is likely to appeal to all those contemplating the purchase of a moped. It is fast enough to be able to keep up with traffic in town work and light and manoeuvrable enough for me to take it up between lanes of vehicles without hesitation. The economics leave nothing to be desired as can be seen from the consumption figures recorded and it is as simple a machine to maintain as I have yet come across.

No Pedalling Needed

The most amazing aspect, however, is the amount of power that the little 50 c.c. two-stroke engine churns out. The "Moby" has a top speed of just over 30 m.p.h., although at this speed it is prone to high-frequency vibration. A high cruising speed, however, of 25 m.p.h. can be obtained quite easily and if necessary held all day. Above all else, and what really drew me onto the side of the "Moby" was its staggering hill climbing abilities. Without any hesitation or labouring it conquered CYCLING'S test hill with ease, its performance being well above average. I was fully expecting the need to give this little single-speeder some pedal assistance but it scaled the heights without any help from me, a thing that many a more complex machine has failed to do.

The only time it is necessary to give the



Probably the easiest motorised vehicle on the market to drive, the Mobylette, with its centrifugally operated automatic clutch is ideal for congested city traffic. With a little energetic pedalling to help the willing 50 c.c. engine, remarkably rapid getaways can be made from traffic light stops!

"Moby" assistance is when a fast getaway is required. The latest model is equipped with a Dimoby double automatic clutch which comes into operation when the engine reaches a speed of 2,000 r.p.m., when a set of spring loaded shoes engage on the inside of the main drum, albeit with considerable slip, to move the machine away. At 4 m.p.h. a second set of shoes comes into operation and the slip ceases. In normal riding conditions the Mobylette can be moved off simply by opening up the throttle but, for a speedy take off, a couple of dabs on the pedal will whisk the "Moby" up to a suitable speed for the clutch to take over. To stop, the rider merely applies the brakes and the clutch disengages itself just before the moped comes to a standstill.

Frankly, I hardly noticed the lack of front or rear springing. Subsidiencies in the road, of course, could be felt and so could man-hole

covers, but these can easily be avoided by making use of the excellent handling abilities of the machine.

Uncomfortable Saddle

Only on one count did the Mobylette fall below expectations — the soft-top, sprung saddle becomes uncomfortable on longish runs and warrants, in my opinion, some improvement. Of course, if the saddle is structurally altered the ease of pedalling may be hampered, but as this need so rarely crops up with the Mobylette I feel that with minor modifications an otherwise excellent riding position would be perfected.

Over two million mopeds have emerged from the Motobécane factory since its origination and it is not improbable that the Mobylette will become as familiar a sight on the roads in this country as it has done in France.

Performance

Maximum Speed:

Flying 1/10th. mile, 30.7 m.p.h.
Standing 1/10th. mile, 22.2 m.p.h.

Acceleration:

0-10 m.p.h., 4.1 sec. 0-30 m.p.h., 21.6 sec.
0-20 m.p.h., 10.9 sec.

Economy:

At 20 m.p.h., 182 m.p.g. At 30 m.p.h., 144 m.p.g.

Hill Climbing:

Time for hill, 1 min 31 sec.
No pedal assistance required.
Test hill 0.5 miles long; max. gradient 1 in 10;
average gradient 1 in 16.

Braking:	Front	Rear	Both
At 20 m.p.h.	24ft.	25½ft.	17½ft.
At 30 m.p.h.	50½ft.	61ft.	35ft.

Pedalling:

Maximum pedalling speed: 21 m.p.h.
Comfortable pedalling speed: 11 m.p.h.
Tester's rating: easy to pedal.

Tester's weight: 160lb.

Specification

Engine: Motobécane two-stroke; 39 mm. bore x 41.8 mm. stroke = 49.9 c.c.; c.r. 6.2 to 1; 1.3 b.h.p. at 4,300 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: Tubular construction; rigid rear end; rigid front forks.

Tank: 6-pints capacity.
Lights: Head and tail lamps fed direct from Novi flywheel magneto-generator.

Wheels and Brakes: Caliper-type front brake; rear brake 4-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; electric horn.
Finish: Beige enamel with chromium-plated details.
Weight: 75lb.
Makers: Ateliers de la Motobécane, Pantin, Paris, France.

Concessionaires: Motor Imports Ltd., 153 Stockwell Road, London, S.W.9.
Price: £51 5s. 4d. inc. P.T. Speedometer £2 2s. 6d. inc. P.T.

NEW CYCLEMATE

CYCLEMASTER LTD. (Byfleet, Surrey) recently announced that a number of changes have been made to the new 1959 Cyclemate motorized cycle. Normal brake levers are employed instead of the inverted lever type and the brake control cables are outside the handlebars. Two pistol-type chainguards have replaced the earlier pattern used and a lighter rear carrier, with a spring parcel clip, has been fitted. Britax twist and dummy grips are now employed and the front number plate is fitted underneath the handlebar expander bolt as the front mudguard has been shortened. A reduction of approximately 3½lbs. has been obtained by carrying out these modifications and the Cyclemate now comes onto the market at £42 16s. 4d. inc. P.T.

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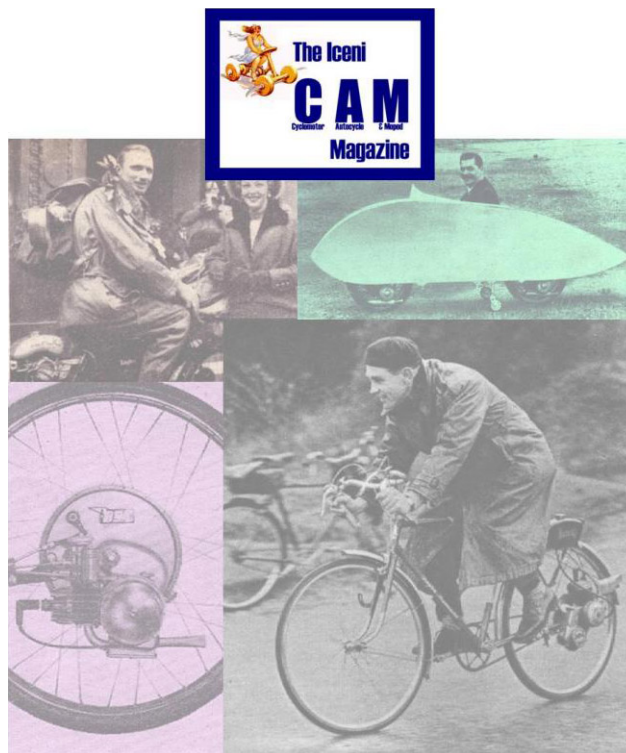
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