

MOBYLETTE SUPER DE LUXE

Latest version of French single-speed moped has fully-automatic clutch

A FULLY automatic clutch, enabling the machine to move off from a standstill with no effort on the part of the rider other than opening the throttle is the outstanding feature of the French Motobécane "Mobylette Super de Luxe," which has been occupying my garage for the past few weeks. This clutch, known as the "Dimoby," is really two clutches in one. Fixed to the engine shaft is a drum, mounted so that its flanges face inward. On top of these flanges are strips of spring steel, each carrying a clutch lining insert. As the engine speeds up, the ends of the strips spring out, and the linings engage on the inside periphery of a second drum, running free on the shaft, and carrying the engine pulley. The drive thus taken up, the machine moves away. When it reaches four miles per hour, centrifugally-operated clutch shoes within the second drum engage, and lock the drive. The whole device is almost incredibly simple, yet sturdy.

To be true, initial take-up is slow, and on the engine alone getaway is inclined to be sluggish. I soon discovered, however, that the drill is to whip open the throttle, and then pedal. No effort is involved, but so handled the "Mobylette Super de Luxe" moves off the mark smartly, and when the power really comes in above 10 m.p.h. it does so to such effect that the more-than-respectable acceleration of 28 m.p.h. in 21 sec. was obtained against the stop-watch.

Since the moped is only a single-speeder, there is little else for the rider to do than to avoid solid objects! Starting has already been described—it should be added that the "Super de Luxe," unlike previous Motobécane designs, can be kick-started on its stand—and stopping is merely a matter of closing the throttle and applying the brakes. On the test model, the

front brake was rather weak, and braking figures were affected accordingly. Had it produced the same form as its identical twin at the rear, exceptionally good results might have been obtained. Neither brake, however, was prone to lock, and I particularly liked the easily-accessible finger adjusters on the handle bars.

Hill-climbing was of average standard for a single-speed machine, the model requiring pedal assistance at roughly the same point on the test hill at which bottom gear would be engaged on a two-speeder.

Hand-in-hand with the new clutch unit goes a new frame—a "rigid" version of the pressed-steel type already employed on the "Moby-

BOUGHT last October, the family Heinkel "Perle" has now covered more than 1,700 miles and is showing a markedly improved performance! We all know, of course, that a moped requires to be well "run in"—that is, gently used during the first 500 miles of its existence—if the full advantage of later bedding-down in the unit is not to be lost. On the other hand, I was quite unprepared for the sudden increase in available performance which I noted after 1,500 miles had been logged.

When tested, the machine had done some 300 miles, and gave a top speed of 33 m.p.h. This has now become its cru-

**The "MOBYLETTE" at a
GLANCE**

Maximum Speed: 28 m.p.h. in 21 sec. from rest
Economy: 175 m.p.g. at 20 m.p.h.

Braking:	From 20 m.p.h.	From 30 m.p.h.
Both brakes	20 feet	Not applicable
Front only	35 feet	Not applicable
Rear only	24 feet	Not applicable

Load carried during test: 200 lb

Engine: Motobécane two-stroke 39 mm bore x 41.75 mm stroke=49.9 cc. 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, double automatic clutch mounted on engine shaft belt primary and chain final drives.

Frame: Welded-up from steel pressings, rigid rear end; integral fuel tank; telescopic front forks

Fank: 1½-gal. capacity

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

Wheels and Brakes: Both brakes 4-in. internal-expanding, chromium-plated rims and rust-proof spokes; 2.00-in. x 23-in. Hutchinson tyres.

Equipment: Tool box, tool kit, centre stand, luggage carrier, tyre pump, number plates.

Finish: Blue enamel with chromium-plated details

Makers: Ateliers de la Motobécane Pantin Paris France

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

Price: £59 19s. 6d

matic." Sleek in appearance, and of immense strength, this new frame handles very well indeed, and with the front end protected by sensitive telescopic forks it provides a quite acceptable degree of comfort. On this score, however, I would note a preference for a softer saddle; that at present fitted tends to induce soreness after a while, at least when it is new.

Since the engine unit is the same as that used on earlier "Mobylette" single-speeders, I did not anticipate exceptional economy from this far heavier model. I was therefore pleasantly surprised to find the machine still among the leaders on this score, with 175 miles available on each gallon of petrol at 20 m.p.h., indicating overall consumptions of "140 plus" at its cruising speed of 25 m.p.h.

It is difficult to see how much simpler, in design as in operation, a moped can become, and yet offer as much as the "Super de Luxe." In fact, in this machine, we may well have the acme of ingenuity so far as single-speed models are concerned.

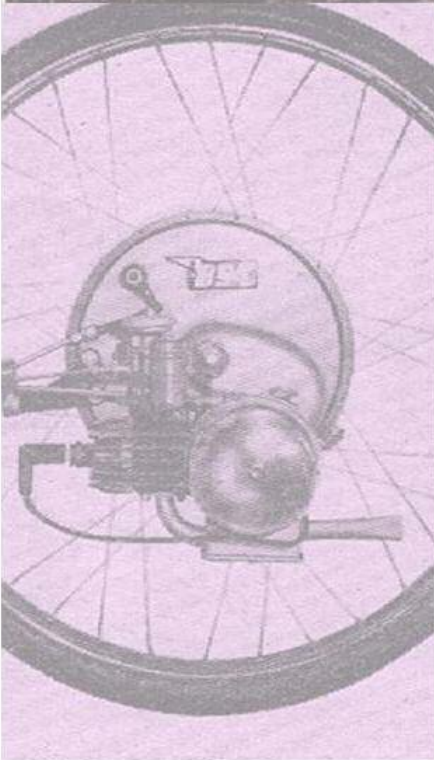
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BETTER AND BETTER

ing speed, and top speed has moved up to 35 or 36 m.p.h. More striking, however, is the terrific boost which has become evident in hill-climbing. The "Perle," from being a better-than-average climber, is now one of the best low-speed pulling mopeds I have encountered, and can tackle in top gear hills which a month or so ago demanded bottom cog. Acceleration, too, is smarter, with bottom gear yielding a usable 20 m.p.h.—two or three miles an hour more than was previously obtainable. Fuel consumption has remained steady at an overall 130 m.p.g., despite hard riding.

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