

SPECIFICATION

Engine: Mobylette AV79 two-stroke; 39mm. bore, 41.8 stroke giving 49.9cc. Output 1.8 b.h.p. at 6,000 r.p.m.

Gearbox: Automatic clutch with variable gearing from 12:1 to 19:1 ratios.

Frame: Pressed steel, telescopic front suspension, rigid rear.

Tank: 1.2 gallons, no reserve.

Wheels and brakes: 23in. X 2in. white wall, 24 p.s.i. front, 28 p.s.i. rear. Aluminium full width hubs with 20mm. front and rear brake linings, cable operated.

Lights: Novi flywheel magneto, 6v. 8w. feeding front and rear.

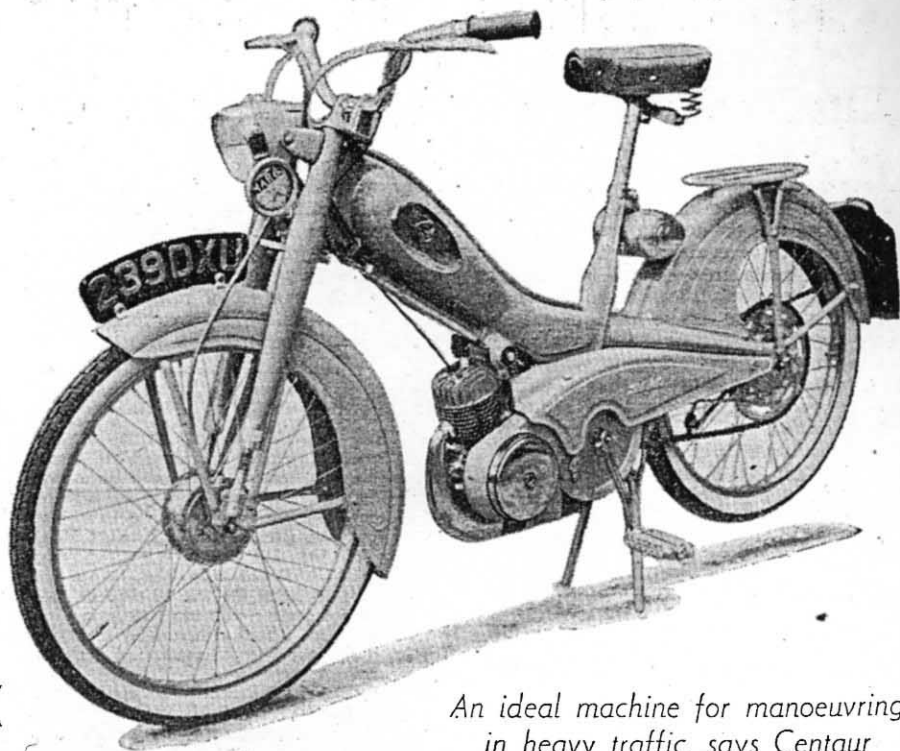
Equipment: Pump, carrier and tools.

Finish: Blue or black with chrome fittings.

Weight: 90lb. **Price:** £69 19s. 6d.

Concessionaires: Motor Imports Co. Ltd., 7 Gresham Road, London, S.W.9.

THE MOBYLETTE STANDAMATIC



*An ideal machine for manoeuvring
in heavy traffic, says Centaur*

DURING the past couple of weeks, moped riding has been an absolute joy even on crowded London streets. No warm clothing has been necessary and sometimes even 20 m.p.h. has been insufficient to provide a cooling breeze. However, like the depths of winter, full summer is a season of bad temper on the roads. Car drivers, cooped up in their metal capsules, get hotter and angrier in traffic jams and their driving tends to become more and more ragged. As in winter, it is necessary for the moped rider to be particularly alert, and this is helped if the moped is of a type which requires the minimum amount of concentration to manoeuvre.

Such a moped is the Mobylette Standamatic. It is perfectly suited to the gentle art of getting from A to B through crowded streets and demands very little from the rider.

The well-tried Mobylette engine with automatic clutch is fitted and, as on other occasions, it lives up to highest expectations. Starting required a little more pedalling than usual when the engine was cold (approximately 50 to 75 yards) but once the engine warmed up, only two revolutions of the pedals were necessary.

Ready Accessibility

Everything is very handily placed. The saddle is adjustable and was exactly suited to my lengthy legs when I took the machine over. The handlebars, although not quite wide enough to merit the description "cowhorn" are nevertheless usefully upswept and combine with the saddle height to provide an excellent seating position. The choke is operated by a tiny lever on the nearside of the handlebar and the brake levers are widely flared to give plenty of easy leverage.

The engine could not be faulted. It was silent and, due to the method of suspending it within the frame, it was also completely vibration-free even when turning over at peak revs. Once the automatic clutch had engaged fully the engine fired immediately, though it had stood outside all night. It possessed one other desirable trait in that it began to accelerate as soon as it had fired. Excessive use of the choke was neither necessary nor desirable. Consumption was in the region of 135 m.p.g.

Because of this acceleration, good braking was most important, and the two full-width hubs provided just this. Used in concert, they were powerfully effective in bringing the moped to a halt when accelerating hard or when at full bore round about 33 m.p.h.

Braking distance at 20 m.p.h. using both brakes was 10ft. (the speed was easy to achieve and maintain due to the clear face of the Veglia speedometer, an extra).

The Standamatic is not a very expensive moped and is therefore only equipped with front suspension. Handling does not suffer and cornering angles were limited by the rider's inclination and skill rather than any deficiency of the machine. The sturdy telescopic forks are quite sufficient to make passage safe over all but the deepest potholes.

The only criticism which can be offered on the subject of suspension is the saddle, which, although nominally sprung, is very small and very hard. The permanent owner would probably find it a good investment to replace this with something a little more comfortable.

This is the only firm point of criticism to be made, however, and the Standamatic has a host of good points which help to outweigh this disadvantage.

I like the fact that a rear carrier is fitted. I often find it necessary to carry various cumbersome parcels about when moped riding and without a carrier I am lost.

The pump clips are mounted in a sensible spot beneath the diagonally placed tank, and the pump is unlikely to be accidentally knocked off by an unwary leg or foot. Although it is of crude design, a petrol gauge is fitted which would be of real service to the owner who got to know his machine well. It consists merely of a length of flexible plastic attached to the filler cap and dangling inside the tank.

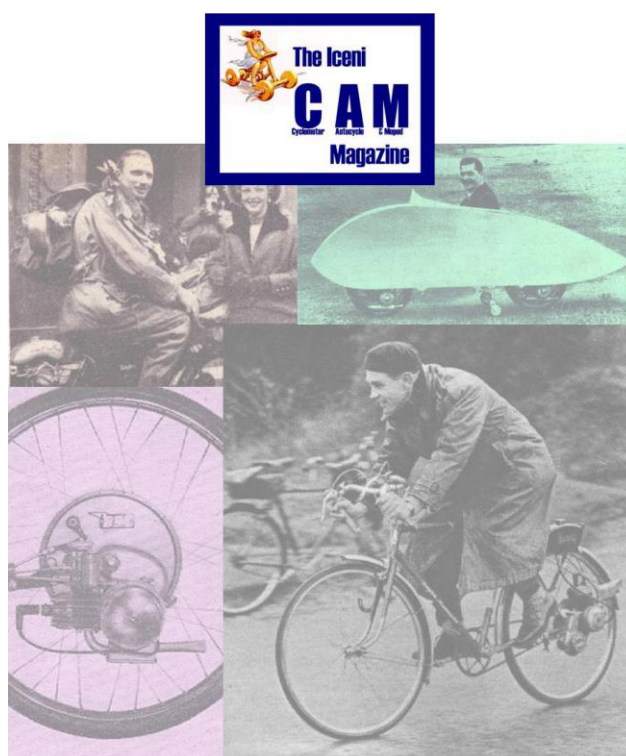
Tools are contained in a metal cylinder of egg-shape cross section, mounted on the pinch-bolt which secures the saddle pillar. They are not sufficient to provide for a serious overhaul but would suffice for a lot of roadside repairs. I particularly applaud the inclusion of tyre levers.

Lighting is better than average, although this is not very high praise in the moped world. The horn is rather weak in volume and only the silence of the engine helps to give it apparent extra body.

Mudguards are very deeply valanced, especially at the rear, and looked as though they would perform their job more than adequately. The very mild weather prevented testing.

Briefly, this is a moped which can more than hold its own in the town and is also robust enough to take flat-out cruising on less restricted roads.

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