



R.S.I. MOTOBLOC S

*French Utility Moped with
Fully Automatic Clutch*

YOU'LL go a long way before you find a better all-round utility moped than the R.S.I. "Motobloc S" if you are looking for sheer simplicity of operation. This French machine could be ridden straight away by the veriest novice and I'd be willing to wager that he, or she, would have no difficulty whatsoever in mastering it.

A great contribution to the R.S.I.'s ease of driving is made by the fully automatic clutch. Once the engine has been started—by pedalling away, and then dropping the decompressor—the clutch looks after itself. To stop, you apply the brakes and close the throttle, whereupon the "Motobloc" comes to a standstill with the engine ticking over. To move off, you merely open the throttle. As the engine speed increases centrifugal force progressively throws the clutch shoes outwards to

engage with the drum, and the machine moves smoothly away. It's so simple that it is almost unbelievable, but it's true. There's nothing more to it than that.

From get-away, right up to its 25 m.p.h. maximum speed—which is, in any case, pretty well the cruising speed—the "Motobloc" engine is smooth and flexible. Hill-climbing on the version tested—a two-year-old demonstration model which has obviously enjoyed more kicks than ha'pence—was slow, but otherwise up to the usual single-speeder standard. Acceleration was average—the longish time recorded to reach maximum speed from rest includes the necessarily slow take-up of the clutch, whereas previous single-speeders have had the benefit of a pedal boost when starting.

Comfort—as with all these French "touring cycle" mopeds—is good; the lack of suspension at either end virtually un-

The R.S.I. at a GLANCE

Maximum Speed: 25 m.p.h. in 34 sec. from rest.

Economy: 120 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 ... 25 feet Not applicable

Rear only ... 37 feet Not applicable

Load carried during test: 200 lb.

Engine: Motobloc two-stroke; 38 mm. bore x 44 mm. stroke = 49.9 c.c.; c.r. 6.3 to 1; 1.2 b.h.p. at 4,800 r.p.m.

Gearbox: Bottom-bracket countershaft; single speed, with automatic clutch mounted on engine shaft; belt primary and chain final drives; separate pedalling gear.

Frame: Welded-up from steel tubes; rigid rear end; rigid front forks.

Tank: 1-gallon capacity.

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

Wheels and brakes: Caliper-type front brake; rear brake, internal-expanding; chromium-plated rims and rust-proof spokes; 2.25-in. x 24-in. Michelin white tyres.

Equipment: Centre stand; luggage carrier; tyre pump.

Finish: Beige enamel, with chromium-plated details.

Weight: 70 lb.

Makers: Riva-Sport Industries Inc., 134 Avenue de Malakoff, Paris, France.

Concessionaires: Evian (G.B.) Ltd., 9 Draper's Gardens, London, E.C.2.

Price: £53 16s. 6d. inc. P.T.

Thanks to its simplicity of control and its light weight, the R.S.I. "Motobloc S" makes an ideal runabout for the beginner, or for the utility rider.

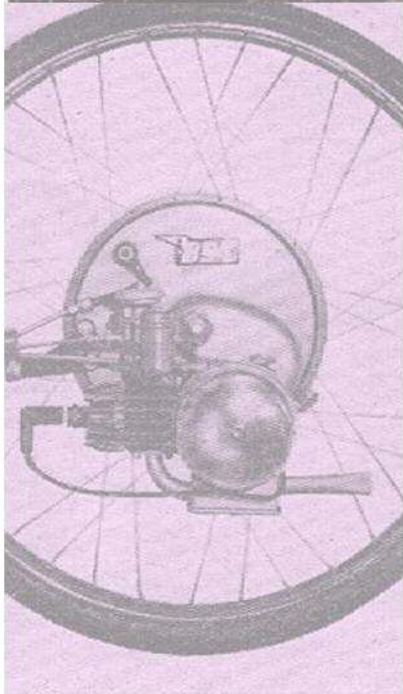
noticeable. Steering is good, and so, too, is road holding—which again leads me to wonder whether full motorcycle-type suspension systems are strictly necessary on the majority of touring mopeds. Certainly I suffered no undue discomfort from riding this "rigid" R.S.I.; front springing would have eliminated a few jolts, but I noted nothing at the tail that would have justified the extra complication of springing on a machine as light as this one.

Braking was not of the high standard which one has come to expect from mopeds, but it must be remembered that this was a machine which had had very hard use, and the figures recorded represent the sort of performance which a private owner could attain from a machine of this type bought at second- or third-hand. A new model would show improvements in every direction—a happy thought, when it is realized that no aspect of this particular "Motobloc's" performance is unsatisfactory.

Here, one can say with confidence, is a machine which could be heartily recommended to the beginner, or to the expert; a moped which combines handiness and a useful performance with simplicity of operation, and one which can quite easily be used as a heavyweight cycle if the rider so desires.

CENTAUR.

IceniCAM Information Service



www.icenicam.org.uk