

## ROAD TEST REPORT

# De Luxe MOBYLETTE

with DIMOBY automatic clutch

WHEN over two million units of one basic type and make of machine have been made and sold in the country of origin alone, in addition to many hundred thousands under licence in other countries, it can be fairly assumed that this particular maker has something good on offer. This is the record of the *Mobylette*, by Motobecane of France and in its various forms it can claim to be the most popular *cyclo-moteur* in the world.

We have in the past tested several of the variants of the basic design and this test completes the range. It is of the "de luxe" model with the "Dimoby" automatic clutch.

The frame is the familiar twin tube bicycle type with rigid front forks and the fuel tank mounted under the saddle. It is identical with the Standard model in all respects. The difference is that the AV.7 engine is fitted with the *Dimoby* automatic clutch. This device engages the engine at 3-4 m.p.h. when pedalling off to start or can drive the machine off from a standstill with the engine running. Riding is thus completely devoid of effort, either mental or physical.

Claimed power output from the 49 c.c. engine is 1.35 b.h.p. at 3,400 r.p.m. It will be noted that this figure for peak revs. is very low and it points to the deliberate design for good pulling power which is a noticeable factor in road performance. Both cylinder and head are of light alloy, the former having a chromed liner. Primary drive, as with all the range, is by Vee belt and final drive by independent chains for engine and pedals. The engine can be disconnected by a turning button on the countershaft pulley.

### Perfectly Natural

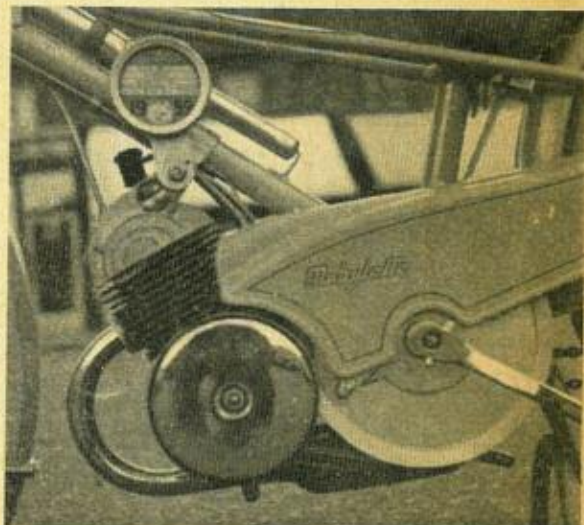
First impressions of the *Mobylette* on the road are that it is a good bicycle with power provided. Anyone who has ridden ordinary pedal cycles can

get on to the *Mobylette* and ride it away safely and comfortably. It seems perfectly natural that the engine should take over the driving at something a little over walking pace while the rider free wheels and the speed control by the twistgrip throttle is equally effortless. To slow down or stop in traffic one simply applies the brakes (cycle type levers on each handlebar) and the machine pulls up. The clutch disengages itself at around 3 m.p.h. and the engine remains ticking over till ready for the next start.

Similarly, the getaway is the easiest thing possible with a touch of throttle speeding up the engine until the automatic clutch takes over and moves the machine smoothly away. A couple of turns of the pedals make the move off quieter but if one is lazy and in no hurry it can all be left to the engine with confidence. On up grades the ease of starting from stand-still is very much appreciated. All hard work is eliminated and there is no desperate wobbling as is inevitable in the case when starting clutchless machines up hill.

*This model retains the familiar rigid cycle frame layout.*

*The automatic clutch is contained in the polished fly-wheel seen on the right.*





clutch to slip without damage to itself before the engine gets down to stalling speed. Deliberately ridden to a standstill on a 1 in 6 gradient, the engine continued to run, tugging slightly until the rider dismounted when it immediately and smoothly started to take itself up the hill the rider walking alongside.

Ordinary main road hills, such as Archway Hill on the Great North Road can be taken briskly at about 20 m.p.h. with stop and restarts carried out quite effortlessly. 1 in 8 called for steady, but not violent pedal assistance.

Incidentally, the pedals are there to be used and can be comfortably operated with or without the engine if desired. The light overall weight of the machine make this practicable.

**Minor Points**

Criticisms are confined to minor points. That saddle, as we have remarked before, is too small and too hard. It also gets in the way of the filler cap when at its lowest position and has no spanner in the kit to adjust with.

Another small but important point is the provision of cycle type valves. The *Michelin* tyres of 2-inch section run at lowish pressures for comfort and good road holding (15 lbs. front and 19 lbs. rear) but these cannot be checked on the cycle valve gauge. Guess work will do but it seems a pity and we have seen *Mobylette* riders about looking less comfortable than they should because their tyres were that bit too hard.

**Value**

By any standards the "De Luxe" *Mobylette* must be counted as first class value for its extremely modest price. It is a strong, well built bicycle with a power unit that is a fine example of quality engineering. The unique automatic control system offers an ease of riding that has a very wide appeal to the non-mechanically-minded user and the standards of sheer serviceability and handiness account for its world wide popularity. There is no secret about the success of the Motobecane company. It is simply due to the fact that they sell the right machines at the right prices and the *Mobylette* "De Luxe" is a good sample.

**SPECIFICATION**

**ENGINE :** Two-stroke single, chromed liner. Bore 39 mm. x Stroke 41.75 mm. 49.9 c.c. Compression ratio 6 to 1, cktmed output 1.35 b.h.p. at 3400 r.p.m. Novi flywheel magneto with lighting coils. Gartner carburettor.

**TRANSMISSION :** Automatic "Dimoby" clutch. Vee belt primary and independent chain secondary drives. Pedal drive jockey tensioned.

**FRAME :** Tubular with twin top tubes, integral carrier. Rigid forks. Adjustable saddle and handlebars.

**WHEELS :** 24-inch x 2-inch,

"Michelin" tyres. Front caliper, rear internal expanding brakes, both hand operated.

**EQUIPMENT :** Cycle type tool bag and tools, number plates, licence holder, electric horn.

**PRICE :** £52. 19s. 5d. (Inc. P.T.)

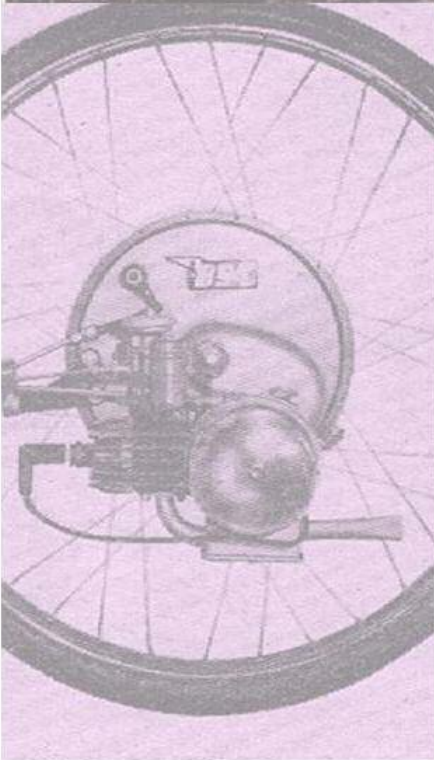
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