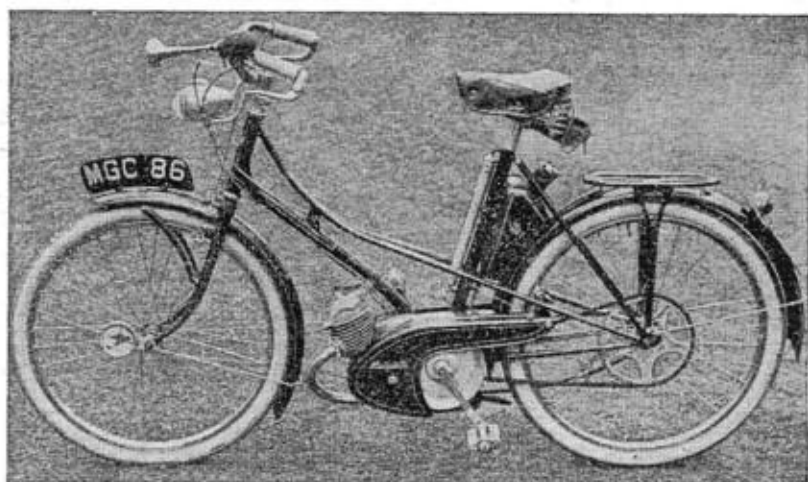


A 49 c.c. "UTILITY" TWO-STROKE

The French Motobécane
"Mobylette" is Tested
by "Motor Cycling"

The "Mobylette" is a sturdy machine, with a number of refinements not generally applicable to powered cycles. Note the efficient shielding of the engine and transmission.



A CRITICISM, perhaps unjustifiable, that is sometimes levelled at cycle-motor attachments is that the pedal-cycle itself is too lightly built to stand the stresses imposed. For that reason, a number of Continental users pin their faith to the "velomoteur"—a cycle specially designed and constructed for use with an engine. One of the best-known of these "ultra-ultralightweights" is the "Mobylette," powered by a conventional two-stroke engine of 49 c.c., which is produced by the famous French Motobécane fabrique.

The frame employed is of the "open" type, with two curved duplex tubes, sweeping from the steering head to the rear-wheel spindle. A single front down-tube and the saddle pillar converge on the normal cycle-type bottom bracket, the frame being completed by the chain stays and the saddle tubes. It is thus a strong, rigid structure, albeit not unduly weighty. The engine is carried on two plates bolting to the frame in the region of the bottom bracket and is steadied by a cylinder-head fixing bolted to a welded-on clip on the down-tube. Strengthened front forks of conventional pedal cycle type are fitted.

The transmission is unusual, the primary drive being by means of an endless V-belt to a countershaft, this being concentric with the pedalling gear. From thence, chain drive is employed to the rear wheel. No clutch is fitted, but the engine may be disengaged from the rear wheel when at

rest by altering the position of a spring-loaded countershaft "peg," this disconnecting the primary and secondary drives and allowing the machine to be pedalled normally. Ignition is supplied by a Novi flywheel-magneto-generator, which also provides current for the D.C. lighting.

An appealing feature of the "Mobylette" is the easily detachable shielding which protects the lower half of the engine, the primary transmission and the carburetter and which is extended to the rear to cover part of the top runs of both engine and pedalling chains. A fuel tank of just under half-a-gallon capacity is neatly accommodated in the space between the saddle pillar and the rear mudguard. Both front and rear wheels carry 600 by 50 mm. tyres, and the complete machine weighs only 62 lb.

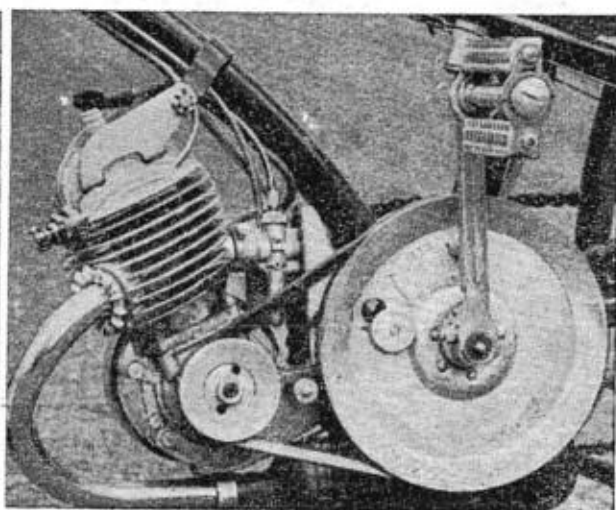
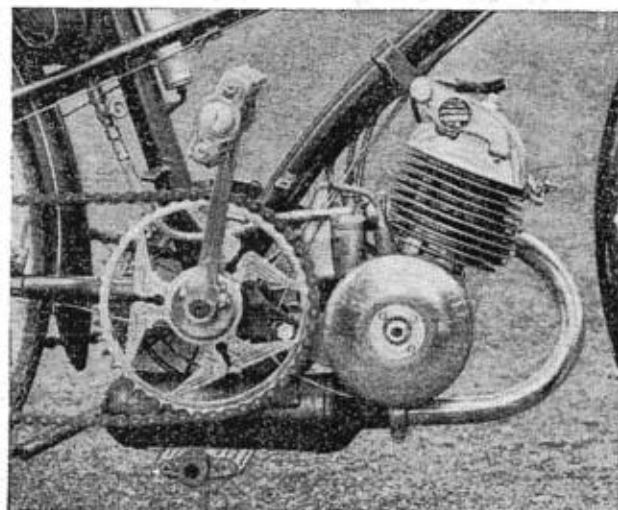
A short road test was carried out by members of "Motor Cycling's" staff, and this proved the "Mobylette" to be a likable little mount with a number of advantages not obtainable with an ordinary cycle-motor. On the level, speed was just over 20 m.p.h., and hill-climbing was found to be good. Gradients in the class of Highgate Hill—with an unobstructed run—were scaled without undue pedal assistance and generally the "Mobylette" could be held in the traffic stream on the average City up-grade. Starting required some effort, but once running the engine was smooth and free from four-stroking. Handling was good at all times and, although

no front or rear suspension is fitted, the large tyres tended to absorb much of the "sting" in cobbles and tramway inspection covers. Engine controls being limited to a "two-way" handlebar twist-grip—forward motion, of which operated the decompressor—and a spring-loaded "choke," operation proved extremely simple.

It was not possible to carry out a detailed fuel consumption test, but there was every indication that the "Mobylette"—despite its comparatively greater weight—would compare favourably with cycle-motors of similar capacity. Under normal running conditions, it would not be unreasonable to expect a fuel consumption in the region of 220 miles to each gallon of petrol, always bearing in mind that any slight loss of economy when compared with the "clip-on" is more than off-set by the better all-round handling of the "velomoteur."

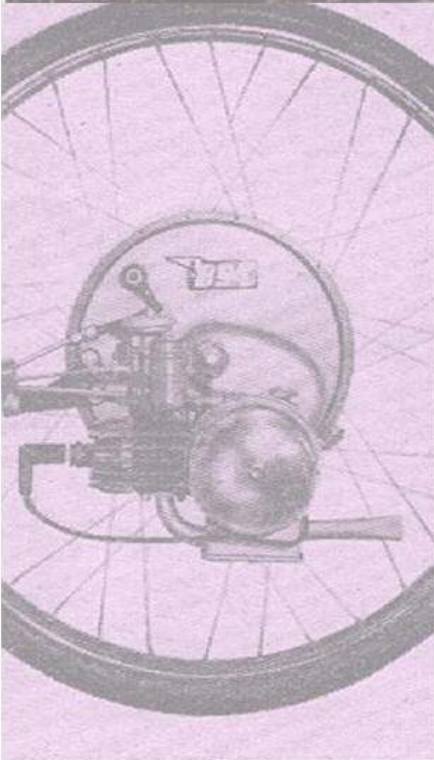
A pair of really powerful cantilever brakes—operated by inverted handlebar levers—proved capable of pulling the model up in a quite creditable stopping distance. With its efficient mudguarding and shielding, cleanliness was of a high order, while detail features which earned full marks were the strong parcel carrier, the attractive lighting set and the small, but comprehensive, tool-kit.

Distributed in this country by Pride and Clarke, Ltd., of Stockwell Road, London, S.W.9, the Motobécane "Mobylette" is priced at £45 10s., plus £10 6s. 8d. P.T.



The removal of the shields shows (above, left) the carburetter, the exhaust system and the Novi flywheel-magneto generator. (Above, right). The primary transmission, which is by V-belt, may be disconnected from the secondary drive by moving the spring-loaded peg, the knurled head of which is clearly visible in this picture. The cylinder barrel and head are well-finished, die-cast light-alloy components.

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