

Road Tests of New Models

The Motobécane Mobylette

Simple-to-Ride, Tractable and Comfortable
Mount of 49 c.c.

WITH its low-slung engine and sensibly arranged controls, the Motobécane Mobylette is as controllable and easy to ride as any cycle. Described as an autocycle, the machine is one of the nearest approaches so far to the ideal suggested by that word.

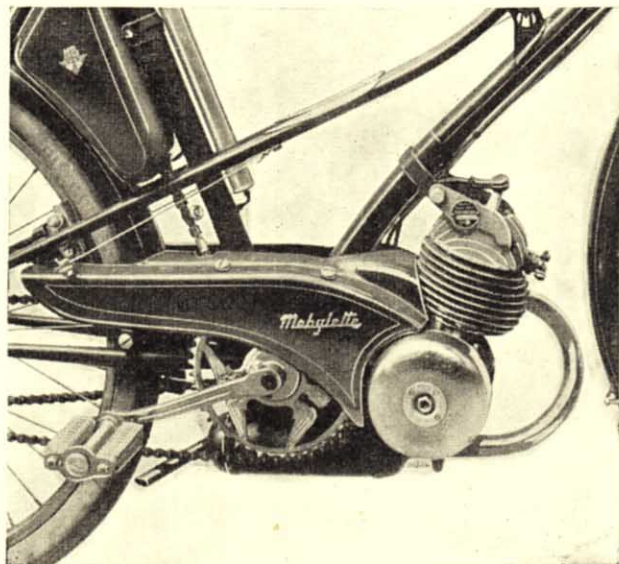
The frame is similar to that of a lady's pedal-cycle, Continental style, and has the engine mounted below the front frame tube in the position least liable to upset balance. The drive from the engine is taken by an endless belt to a countershaft pulley mounted concentrically with the bottom bracket.

A small sprocket behind the belt pulley transmits the drive by chain to the rear wheel. The chain sprocket and belt pulley are connected by means of a dog-clutch, and this may be freed when the machine is at a standstill by means of a small spring-loaded knob on the pulley which is pulled from its socket and moved outward to a similar socket; the machine is then free to be pedalled as a cycle.

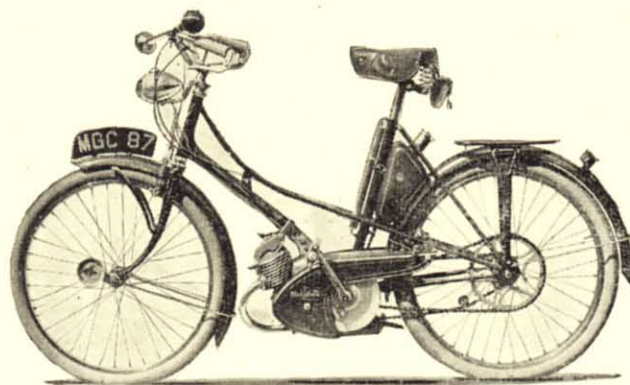
The controls are extremely simple. A right-hand twistgrip operates the throttle in the normal way, but further rotation past the throttle-shut position operates the decompressor. On the left of the handlebar, a small lever operating the choke falls easily under the thumb.

With the choke in operation and the decompressor raised, the Mobylette could be pedalled away with ease. Turning the twistgrip to the throttle-open position brought an instant response from the little engine. On level ground, one could then cease to pedal and, after a few yards, the choke could be released and then ignored. The engine quickly warmed up.

Maximum speed of the machine on the level was about 22 m.p.h. and it would accelerate briskly from 7 m.p.h. to a happy cruising speed of 20 m.p.h. The engine pulled very well at low revs, and would propel the machine smoothly at a walking pace. No doubt the belt-drive assists considerably in promoting low-speed smoothness. So controllable was the machine at low speeds and so smooth the transmission that full circles could be performed in a narrow road without snatch.



Primary drive of the Mobylette is by belt, with final drive to the rear wheel by chain



Since, in many cases, such machines will be used by owners with little mechanical knowledge, the engine was not spared during the test. Full throttle was used continuously wherever possible. If the engine resented this in any way, it gave no sign, and continued to run smoothly at all times. Vibration was only apparent when the machine was being overdriven down a hill. Silencing was commendable at all times; a low-toned buzz was the most ever heard from the exhaust. Two-stroking properties were remarkable; indeed, once the engine was warm, it was found impossible to make it four-stroke.

Hill-climbing ability was exceptionally good for so small an engine and a hill of 1 in 15 was climbed with light, if rapid, pedal assistance. The general tractability of the model meant that in town the machine could easily keep up with the traffic and, in fact, one journey that normally takes 25 minutes on a 500 c.c. twin was accomplished in only 7m. more on the Mobylette.

Comfort provided by the balloon tyres was adequate for the speeds of which the machine was capable. The riding position is comfortable and the wide, cycle-type saddle is well sprung,

SPECIFICATION : Motobécane Mobylette 49.9 c.c. (39 x 41.8 mm) two-stroke engine. Detachable aluminium-alloy cylinder head, aluminium-alloy cylinder barrel with steel liner. Deflector-type piston. Petroil lubrication. Gurtner carburettor. Double-action throttle and decompressor twistgrip on handlebar. Novi flywheel-magneto incorporating lighting coils. Belt primary drive. Chain secondary drive. Dog-clutch in belt pulley to disconnect engine. Gear ratio, 14 to 1. Tyres, 600 x 50 mm Hutchinson special Mobylette, front and rear. Compensated cycle-type brakes. Tank capacity, 0.46 galls. Weight, 76lb.

PETROIL CONSUMPTION : 192 m.p.g. under town riding conditions.

PRICE : £45 10s; with Purchase Tax (in Great Britain only), £55 16s 8d.

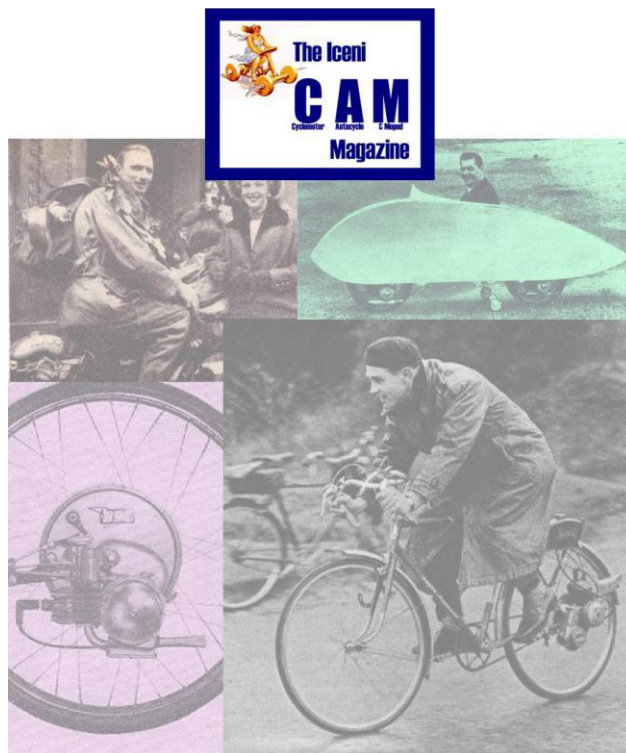
DISTRIBUTORS : Pride and Clarke, Ltd., 158, Stockwell Road, London, S.W.9.

though the tester, who is 5ft 10in in height, felt that a longer seat pillar would have been useful. The lady's cycle frame provides plenty of room for skirts, whether they be of a woman's dress or of a man's riding coat, and the adequate guarding of chains and carburettor, combined with the notable cleanliness of the engine, ensured that clothing remained free from oil.

The petrol tank, mounted behind the saddle tube, was also clear of clothing; as an added precaution, an expanding rubber sealing washer is incorporated in the cap. Fuel consumption was light: the machine averaged 192 m.p.g. under town traffic conditions.

The compensated cycle-type brakes were very effective, and stopped the machine from 20 m.p.h. in about 20ft. No opportunity occurred to test the brakes in the wet. Lighting is provided by the flywheel generator; this gave illumination even with the machine moving at walking pace, but it was felt that greater lighting power would be desirable if the machine were to be used away from illuminated town roads. The machine is finished in a dark metallic grey, with gold lining and has many fittings, including wheel rims, in aluminium alloy.

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