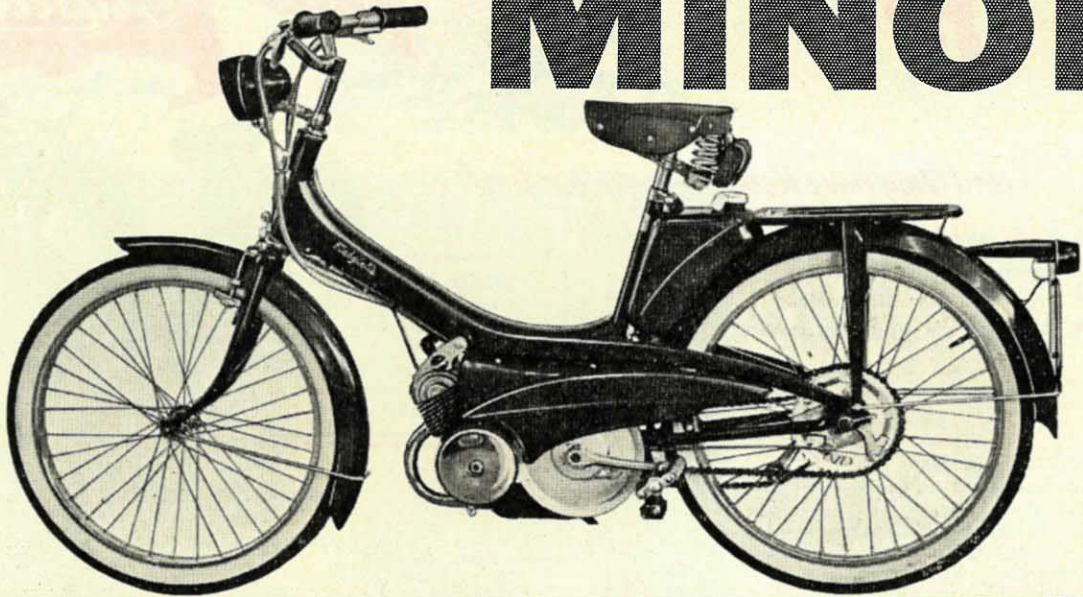


Everyone wants the NEW

MOBYLETTE MINOR



**ALL THE QUALITY AND RELIABILITY FOR WHICH
MOBYLETTE MOPEDS ARE FAMOUS**

FOR ONLY **£46**.19.6

or £4.19.6 down and 24 monthly payments of £2.3.5

If you can ride a bicycle you can ride the Mobylette Minor. In fact it's easier for, combined with extraordinary ease of handling you get the power and comfort for miles and miles of effortless trouble free travel.

Clutch operation makes no demands on you. It's COMPLETELY AUTOMATIC! All you have to do is open the throttle and the machine glides smoothly away, instantly controllable and eager to respond. Close the throttle, apply the

brakes and the machine comes gently to a standstill with the engine ticking over ready for an instant getaway.

Today there are over 4,000,000 satisfied Mobylette owners and with your new Minor you have the guarantee of complete reliability for which all Mobylette models are famous. What's more, the Mobylette Minor brings you all the joys of carefree travel at an amazingly low cost. 7 other superb models, each supreme in its class.

- ONLY 20/- ANNUAL TAX • 200 MILES PER GALLON • LOW INSURANCE RATES

SOLE U.K. CONCESSIONAIRES:-

MOTOR IMPORTS Co. Ltd.

7 GRESHAM ROAD, LONDON, SW9. RED 3344

SPECIFICATION

ENGINE: 49 c.c. high efficiency; chrome-lined cylinder with flat top piston. Developing 1.5 b.h.p. at 5,000 r.p.m. Standomatic, Mobymatic and Mobymatic De Luxe developing 2 b.h.p. and Luxamatic and Speciale models developing 2.8 b.h.p. at 5,500 r.p.m.

FRAME: Patented all pressed steel.

TRANSMISSION Through fully automatic, engine driven Di-Moby clutch, to heavy duty $\frac{1}{2}$ x .305 roller chain.

IGNITION & LIGHTING: Direct from NOVI high output flywheel generator to 4" headlamp and rear lamp incorporating reflector.

WHEELS: Chromium plated rims with heavy duty plated spokes and large white walled balloon tyres.

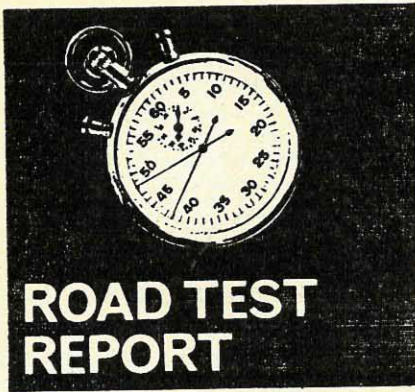
BRAKES: Powerful internal expanding to rear wheel. Highly efficient centre pull, caliper type on patterned rims to front.

HANDLEBARS: Plated with straight-pull levers, twist grip throttle and decompressor controls.

EQUIPMENT: Tyre pump and tool-bag.

FINISH: High quality enamel. All bright parts heavily chrome-plated or polished alloy.

GENERAL: BY MOVEMENT OF ONE SIMPLE CONTROL THE ENGINE CAN BE DISCONNECTED AND MACHINE PEDALLED AS EASILY AS A CYCLE.



ROAD TEST REPORT

RECENT renewed interest in the simple, low-priced, ride-to-work mo-ped has led to the introduction into this country of the French built *Mobylette* in its simplest and cheapest form, the "Minor".

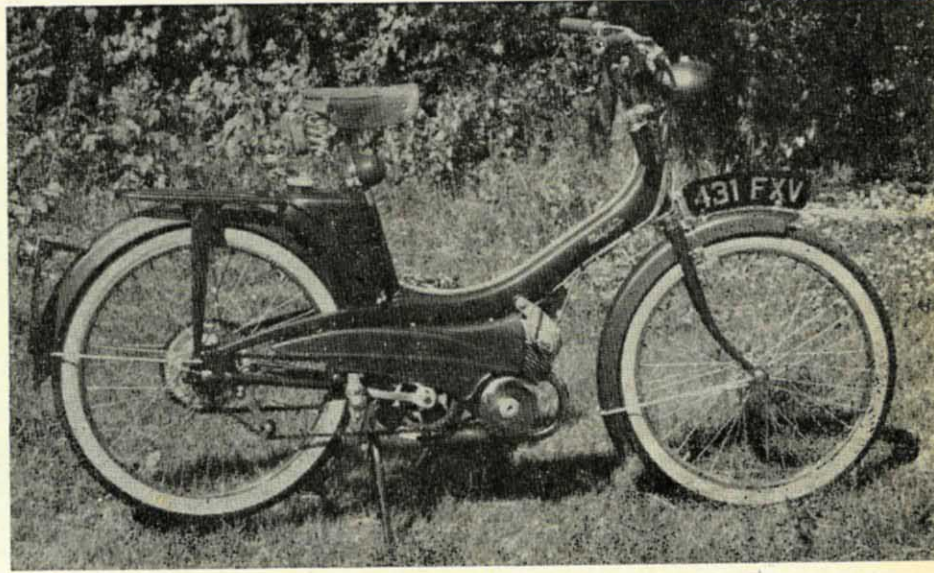
This is a machine entirely without frills in technical specification but not too stark, good to look at and with the same well-proven engine, frame and cycle parts as on the more expensive single speed models in the range. The 49 c.c. engine with its chrome-lined light alloy cylinder and flat-topped piston in its current form provides 1.5 h.p. at 5000 r.p.m. and a power curve that shews plenty of pull at low revs. Drive is through an automatic *Di-Moby* clutch on the left hand end of the crankshaft and Vee belt to a large alloy countershaft pulley that also carries a simple turn button switch to engage or disengage the engine so that the machine can be pedalled like a normal bicycle. There are separate chains to either side of the rear wheel for power and pedal drive.

An all-welded pressed steel frame with the fuel tank tucked away around the seat tube proves adequately open for men or women users in any kind of dress and 23-inch wheels enable short riders to reach the ground comfortably while still giving plenty of leg length for the tall ones from the adjustable saddle to the pedals.

In the interests of simplicity and economy the front forks are not sprung and this enables a caliper brake to be used on the front wheel. It is a light but very strong and efficient centre pull type developed from French cycle racing experience. Detachable steel shields cover the potentially messy parts of the engine, carburettor and chains to provide full protection for the rider's clothing

MOBYLETTE MINOR

Simple low-priced bike from France



and there is a rear carrier designed to take really substantial loads if required.

Finish is in dark grey with the usual bright parts chrome or cadmium plated and with whitewall 2-inch *Hutchinson* tyres as standard. The catalogue price includes the tyre pump but the horn is an extra.

The whole machine is designed to provide reasonable standards of comfort and performance with a layout that is familiar enough to the ordinary cyclist to be safely used without any special tuition or practice.

Town or country

As with almost all mo-peds, we found the easiest way to start the *Minor* was on its stand. A single sharp kick down on either pedal usually produced a first time start if the handlebar choke control was used sparingly and only from stone cold. The engine shewed a remarkable ability to tick over within a few seconds of starting and to pull away without waiting to warm

up. For those who prefer pedal starts it can be done that way by pedalling up to about 6 m.p.h. when the automatic clutch engages itself smoothly to turn the engine with the twist-grip held out in the decompressor position. Either way no great physical exertion is demanded and the starting was dead certain throughout the test.

On ordinary urban roads it was found that the machine could be ridden in traffic and from stops without using the pedals at all although four or five revolutions with the feet made the getaway quicker. On hills up to about 1 in 14 pedal assistance is needed only from a standing start and the machine climbs by itself once moving. Because of the smoothness of the clutch it is difficult to know just when the drive is solid, but this does not matter in practice as it is designed to slip without damage and can actually provide the benefits of variable gearing to a limited degree.

Solid forks are, of course, a disadvantage from the point of view of

comfort over bumpy roads but they do provide positive steering and on this *Mobylette* the steering is above reproach. Even at very low speeds when some drag from the 2-inch tyres might be expected, the machine can be driven one handed without effort.

A maximum speed of 30 m.p.h. was obviously well within the capacity of the engine, but except on very good road surfaces the unsprung machine made it more comfortable to cruise at rather under 25 m.p.h. The power unit is smooth and quiet throughout its speed range and responds instantly to the throttle however roughly used. Acceleration and climbing are well up to modern standards bearing in mind that the *Minor* is designed as an everyday working machine and that other, more powerful models are available in the maker's range for more ambitious performances.

The brakes, both hand operated, are both smooth and powerful, the centre pull caliper on the front end being a remarkably effective stopper by itself although, of course, both brakes are normally used together for quick and safe deceleration. Road grip from the deep treaded tyres gives considerable confidence and skids presented no problems on wet roads when deliberately provoked.

Rather wide handlebars, adjustable to the rider's requirements, are comfortable and give full control, but the saddle is a little on the small side for mo-ped use and users wanting to cover journey's of more than half an hour or so might well prefer to pay a little more for something more luxurious. Legshields that afford very complete protection are available but were not fitted to the test machine.

The only essential extra to the purchase price is the horn. Our test model was fitted with a bulb type instrument that was sufficiently loud to attract

Helmet wise

Into the *P&P* office the other day came a real dream of a crash helmet—with a gleaming red, black and white dome, it had a soft silk-like lining in bright blue and maroon webbing. It was the latest *Stadium* creation, *Project IV*, a jet-style crash helmet for £4 4s.

To say that putting it on was alike to putting one's head in an armchair is an understatement. The soft, lined curtaining extends well down the sides of the face and has a layer of padding

SPECIFICATION

Engine

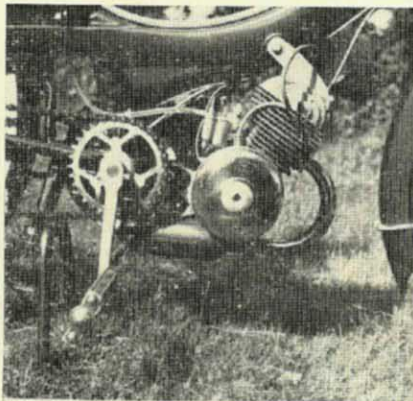
Bore 39 mm. stroke 41.75 mm. capacity 49.9 c.c., compression ratio 6.2 to 1, output 1.5 b.h.p. at 5000 r.p.m. Alloy cylinder and head with chromed bore, flat piston, roller big end, ball mains.

Transmission

Four shoe double acting automatic clutch, Vee-belt primary, chain secondary drive, independent pedal drive with jockey tensioner.

Frame

Pressed steel, all welded, separate fuel tank under saddle, capacity 5-pints. Domed mudguards, adjustable bars and saddle, integral carrier. Rigid forks.



Wheels

23 x 2-inch, chromed rims, stainless spokes, hub rear brake and caliper front both hand operated. HUTCHINSON mo-ped tyres, whitewall.

Electrics

NOVI flywheel magneto with internal H.T. coil. 6-volt lighting coil, head and tail lamps. Electric horn optional extra.

Price

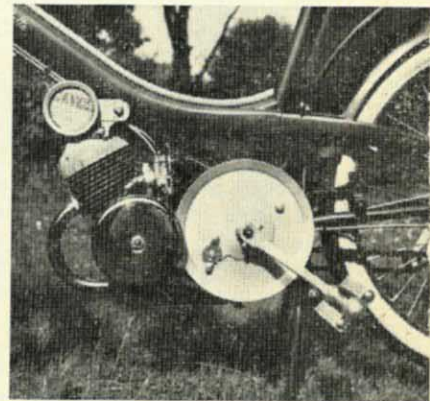
With pump and toolkit £46.19.6d.

Weight

73 lbs.

Concessionaires

Motor Imports, Ltd 7, Gresham Road, S.W.9



notice from pedestrians. An electric horn is available at 10/6. if desired.

Value

The top mo-ped in the *Mobylette* range costs twice as much as the modest one which is the subject of this report, but within the limits of its simple specification the *Minor* has all the attractive features of quality and design of the luxury models. The

inside. At eyebrow level is a band of foam rubber right round, then a circle of foam plastic and more blue silk between it and your head.

All visible inside parts of the cork shell are covered with red flock, giving the whole thing a luxury, hand-made touch. And just to finish it off, the helmet weighs only 30 ozs. and is made to comply to the stricter British Standard 1869 for racing motorcyclists.

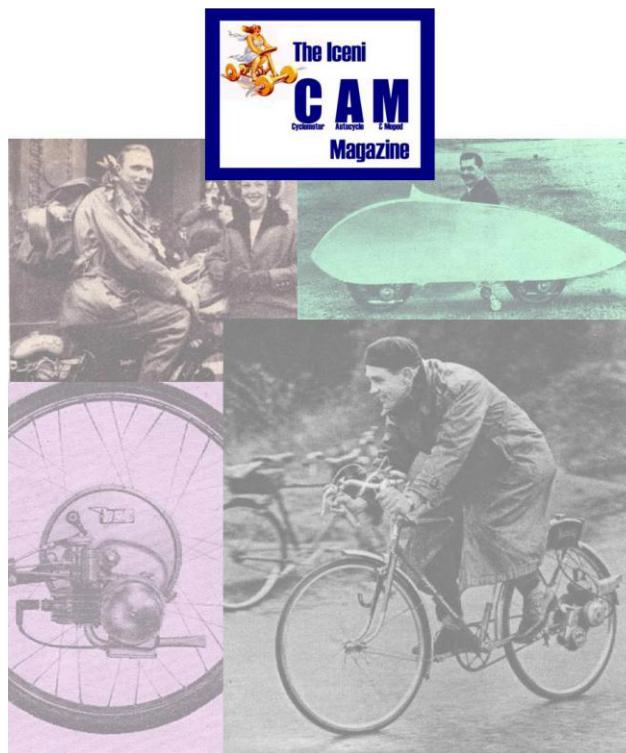
Wearing a crash helmet is common sense, but we might as well be sensible in comfort!

dark grey paintwork is deep and should wear well while we particularly liked the slightly dull chrome on the bars and wheels and the tough cadmium on the cranks. Exposure to weather over several weeks brought on no sign of deterioration anywhere on the machine.

Of the disadvantages, the rather small fuel tank could be a nuisance especially as there is no reserve tap, but the tap is on the top of the tank and can be reached from the saddle without bending, a good point for older riders. The single bulb headlamp is adequate but no more and the saddle already mentioned is the one thing in the specification that looks its price.

For everyday use as efficient and economical transport the *Minor* offers truly remarkable value for money and is a worthy product of the MOTOBECANE company, the largest mo-ped manufacturers in the world. It is designed for handiness and reliability rather than sheer performance and can be bought with confidence.

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