



ROAD TEST REPORT

MOBYLETTE MAJOR

Newcomer to a popular range, with fully automatic gearing.

MOTOBECANE are still by far the biggest manufacturers of mo-peds in Europe and their range of models has always been wide, but a new one, recently introduced, fills one of the small gaps quite usefully. It is called the *Mobylette "Major"* and is basically the popular and almost basic "de luxe" model with a more powerful engine and the addition of the fully automatic gearing as fitted to the more expensive models in the range.

Another special feature of the *Major* is that it is sold complete with matching side and legshields that make it a true all-weather mount of most attractive appearance.

The frame is a simple pressed steel job light in weight but strong and rigid. Front forks are telescopic and the fuel tank is mounted round the seat pillar below the saddle. The saddle is adjustable for height and the handlebars for angle, giving a fairly wide range of positions to suit riders of varying stature. A rear carrier is standard equipment.

Both wheels have full width light

alloy hubs with hand operated brakes and controls have been kept to a minimum of complication. Apart from the two brake levers there is only the twist-grip that turns inwards to operate the throttle and outwards for the decompressor and a short trigger on the left handlebar for the choke.

The 49 c.c. all-alloy engine is hinged by a single, rubber-bushed pivot below the main frame member and moves slightly against the pull of a strong coil spring to maintain the tension of the primary drive belt as the expanding pulley of the automatic gearing operates. In the large aluminium countershaft pulley is a butterfly turn-screw that clicks the engine drive in or out to permit the machine to be pedalled if required.

Side shields cover the after half of the engine/transmission including the top runs of the independent rear chain drives and the legshields meet and overlap these so that the rider's clothing is completely screened from the power unit, making the *Major* a very clean machine to ride.

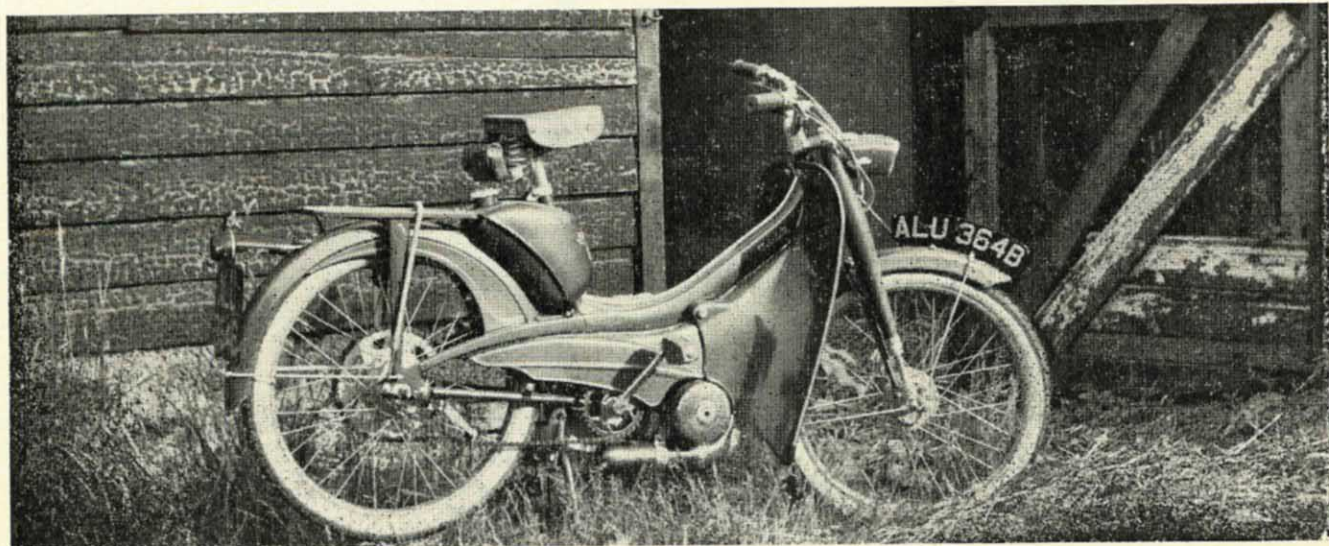
The "Dimoby" automatic clutch is mounted on the nearside of the crankshaft and balanced by a *Novi* 6-volt, 8-watt flywheel generator.

A modern line is obtained by the use of a rectangular fronted headlamp streamlined into the top of the telescopic front forks, with its switch mounted on the side of the lamp body so there is no visible wiring and no handlebar switch. The electric horn is standard equipment.

Light and lively

First impressions of the new *Mobylette* are that it is extremely handy. It is light enough to be manhandled without difficulty through gateways or over steps; it starts easily either by kicking over on the stand or by pedalling away and the moment the engine starts it starts pulling.

Acceleration is quite lively, leaving much of the four wheeled traffic behind on getaway from traffic lights and the response to the throttle is instantaneous, making the machine very nippy in traffic. The effect of the





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MOBYMATIC MAJOR



You've got power to spare with the Mobymatic Major, the latest addition to the Mobylette range of world-beating mopeds. Mobymatic Major gives you more 'zip' in traffic, a high cruising speed and plenty of 'go' for those long dragging hills!

NO GEARCHANGING

Like the most advanced cars, the Mobymatic Major has fully automatic transmission—with infinitely variable gears. Gearchanging is out! On the Mobymatic Major you're always in just the right gear for all road conditions—automatically!

200 TROUBLE FREE MILES TO EVERY GALLON

Thousands of Mobylette owners in Britain today enjoy independent travel, easy parking, around 200 miles to every gallon with comprehensive insurance and tax at only 50/- a year. Why not you?

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MOTOR IMPORTS CO. LTD., 7 GRESHAM RD., LONDON, S.W.9. RED 3344

SPECIFICATION :**ENGINE :**

Motobecane A.V.48 two-stroke single, all alloy with chromed bore. Bore and stroke, 39mm. x 41.8mm., capacity, 49.9 c.c. Compression ratio 7.5 to 1, output 2 b.h.p. at 5,600 r.p.m. GURTNER BA.10 carburettor.

FRAME :

All welded pressed steel, telescopic front forks. Separate fuel tank 6-pints capacity. Adjustable single saddle. Legshields.

TRANSMISSION :

DIMOBY centrifugal automatic clutch, belt primary drive by expanding pulley, independent final chain drives from engine and pedals. Automatic gearing variable

from 21.3 to 11.8 to 1.

WHEELS :

Chromed rims, stainless steel spokes, finned light alloy hubs. 23 x 2-inch tyres. 80mm. hub brakes.

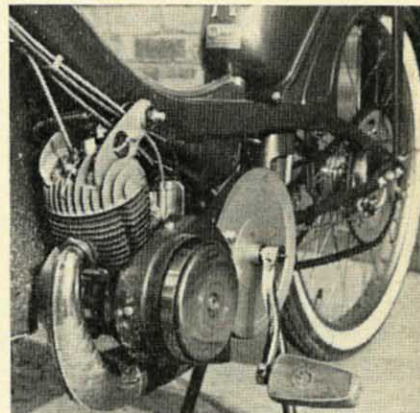
ELECTRICS :

NOVI flywheel magneto with 6-volt, 18-amp lighting coil. Twin filament head-lamp, tail lamp/reflector, electric horn.

WEIGHT : 71 lbs.

PRICE : £69 19s. 6d. (including P.T.)

MAKERS : Ateliers de la Motobecane, 16, Rue Lesault, Pantin, Seine, France.
CONCESSIONAIRES : Motor Imports, Ltd. 7, Gresham Road, London, S.W.9.



automatic clutch and transmission combined is to take the rider's mind completely off the technique of driving and control the machine rather like a bicycle going downhill, without conscious effort.

Because of the comparatively limited range of gearing between top and bottom ratios on all these Phillipson pulley type automatics, really low ratios cannot be obtained and the machines are not suitable for really steep hills, but this one shows the advantage of the stepped-up engine power coupled with light weight and really does climb exceptionally well on grades up to 1 in 8. Repeated standing restarts on a long hill were made with a smooth getaway and steady acceleration from rest without problems for this very tough and lively little mount.

The weather shielding is excellent, large puddles could be taken at speed without getting a splash on the rider's clothing or shoes, while the mating up of the leg and sideshields kept all oil and dirt from the engine and chains away from the driving compartment. Incidentally, the engine appeared to

keep very clean itself but the underside of the shielding showed clearly how much road dirt, oil vapour and dead insect deposit had not reached the rider's clothing simply because the shielding was there and doing its job.

Steering, as on all the *Mobylette* range is light, safe and predictable but the rather short travel of the front forks and the lack of rear springing made the ride somewhat hard on bad surfaces.

In this and in the standards of smoothness and silence the *Major* does not, of course, compete on level terms with the more expensive and luxurious machines at the top end of the range. The engine can be felt when it is really working and there is enough noise to be noticed from the saddle though not enough to attract any undue attention from passers-by.

Both brakes are good stoppers and evenly matched. It quickly becomes a (good) habit to use the two hand levers together and this way very quick stops can be made without skids even on wet roads. Because there is no reserve tap in the fuel tank and it is very difficult to judge the amount of

petrol in the narrow bottom part of the tank, we ran out of petrol once during the test and proved to ourselves that the *Mobylette* can be pedalled, not easily but reasonably comfortably for a couple of miles.

Useful pony

Minor points of criticism are that the lamp mounted lighting switch was not easy to operate while moving and several times we turned the lights off instead of dipping them; the saddle is rather small and hard and the cycle type toolbag limited in capacity although the little kit in it was surprisingly good in quality and usefulness. All these points, however, are quite obviously only economies and in view of the very modest price of this thoroughly sound machine they cannot be regarded as serious faults.

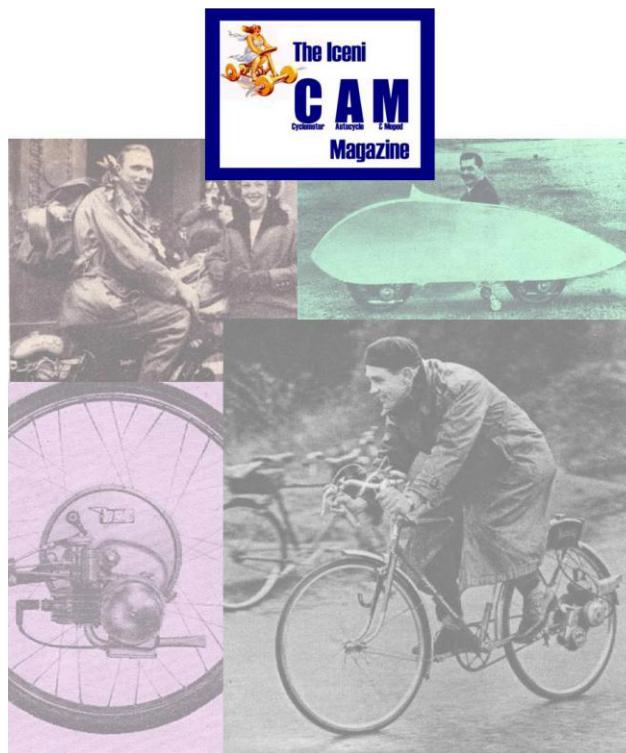
Our impression of the *Major* is that it is a very useful pony, capable of taking anyone almost anywhere cleanly, safely and reliably. It is unpretentious and makes no claims to any place in the luxury mo-ped market, but it is a thoroughly sound everyday mount for allround hard work.

SETTING A STANDARD

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