

ROAD TEST REPORT

Self drive
power-cycle

The "DIMOBY"
MOBYLETTE

THE new *Mobylette* "Super de luxe" could hardly look less like the machines of that name we have known and still be in the same class. Gone is the familiar twin-tube frame with its rear-mounted fuel tank, neutral colouring and traditional *cyclomoteur* character—The new model has a frame in the modern mo-ped styling, pressed steel with integral tank, valanced guards and enclosing panels over carburettor and transmission as well as an attractive light blue finish.

Even a brief acquaintance with the new model, however, is sufficient to demonstrate that nothing has been lost of the lightness and handiness of the original highly successful design. The engine remains the same AV/7 plus the *Dimoby* clutch that makes driving this mo-ped the most luxurious thing yet in powered cycling. This clutch was described and illustrated in our last issue.

Wheels and tyres are 23-inch x 2-inch and there are internal expanding brakes, both hand operated. Front forks are telescopic. The right hand twistgrip operates the throttle by turning inwards and the decompressor outwards through separate cables and there is a trigger control on the left handlebar to provide a richer mixture for starting.

Uncanny

The smoothness of engagement of the dual clutch system either by engine or road speed is quite remarkable and was described by one of our testers on first acquaintance as "uncanny". Because of this smoothness, coupled with the exceptional silence of the engine, it was actually difficult in traffic to be quite sure whether the engine was engaged or not.

Starting can be effected either by pedalling off, when the clutch will engage itself at about 3 to 4 miles per hour to turn the engine over, or by a firm stamp on a pedal with the machine on its centre stand. Once warmed up the tickover is positive and the engine

*Modern in
looks and
performance*



will run happily with the clutches disengaged.

With the engine running, a start from standstill can be made by simply opening the throttle. As the revs pick up the *Mobylette* glides away under its own power. This take-off is gentle rather than snappy and the acceleration at really low speeds is considerably improved by a few quick twirls of the pedals. It is in heavy traffic that the blending of flexible engine performance and dual clutch transmission is most appreciated. The engine and the pedals can be used separately or together at any speed or none without any conscious effort by the rider and with the most complete possible control. The two handbrakes also contribute to this fine control, leaving the pedals free to be turned in either direction. The brakes themselves provide much better than average stopping power, smoothly and safely.

On normal main road hills the engine pulls well and a steady 20 m.p.h. can be maintained up gradients up to 1 in 15 but on steep hills pedal assistance is called for when the speed drops below 8 m.p.h. A 1 in 8 gradient climbed during the test was taken very slowly so that the clutch sometimes slipped, allowing the revs to rise and keeping the machine moving steadily. This is not so brutal as it sounds as the *Dimoby* clutch is of the internal expanding variety and is designed to provide slipping power in the same way as a brake on similar principles.

Maximum speed on the flat is around

26 m.p.h. with the engine turning over at quite reasonable revs without fuss. On favourable gradients well over 30 m.p.h. was held with no more sign of stress than a slight vibration through the handlebars.

The telescopic forks add a little to the comfort standards already high on the older, unsprung models and the steering remains good. There is none of the "loose" feeling noticed on the test of the *Mobymatic* as the engine of the *De Luxe* is rigidly mounted in the frame and the whole machine feels firm and positive in handling. Road holding is first class under all conditions.

There are two criticisms only and both are of minor importance—The saddle is too small and too hard, as on all the previous machines of this make we have tested, and the tyre pump is definitely of the emergency-only type. On the other hand the tool kit has all the (metric) spanners needed for normal maintenance and a set of tyre levers.

Unique

The *Mobylette* "Super de luxe" is indeed unique and can hardly be directly compared with more conventional machines. It is in performance a sound single-speed mo-ped of fairly modest power output at a very reasonable price, but the *Dimoby* clutch makes it something more.

Any normally capable cyclist could ride the machine without needing tuition or even practice to handle it

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Mobylette
MASTER MOPED

The lowest priced, high quality Mo-ped in the world, Mobylette has been proved and acclaimed by over two million riders. Proved for economy, 200 m.p.g. plus, proved for performance, 30 m.p.h., and tax only 17/6 per annum. Its low weight and remarkable ease of control make it ideal for men and women of any age. Movement of one simple lever disconnects the engine and machine can be pedalled as easily as a bicycle.

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49 c.c. STANDARD MODEL (without Dimoby Clutch) £45.19.6 inc. P.T.

49 c.c. DE LUXE MODEL (with Dimoby Clutch) £52.19.6 inc. P.T.

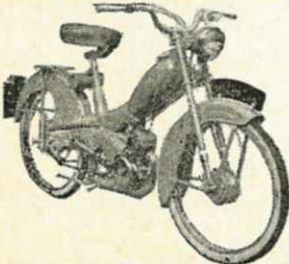


Mobylette
SUPER MOPED

The new Super De Luxe offers transport at very modest cost and is styled for the rider who requires a more luxurious model with all the simplicity inherent in the proved and successful Mobylette design.

Similar to the Mobyomatic frame, with the same beautiful Blue/Chrome finish and long Travel Telescopic forks, the magnificent new model will appeal to novice and expert, men and women alike.

49 c.c. SUPER DE LUXE MODEL (with Dimoby Clutch) £59.19.6 inc. P.T.



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WONDER MOPED

MOBYMATIC pioneers a new era in Mo-ped design—COMPLETE AUTOMATICITY.

All that is required of the rider is control of the throttle and brakes. The automatic clutch engages and disengages at set speeds and the correct gear ratio for any gradient, road, or weather conditions is automatically selected.

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True Scooter luxury is exemplified by this wonderful new 150 c.c. Moby Scooter. Everything necessary for complete rider-comfort and convenience is incorporated even to spare wheel. Economy, too, has been carefully studied, yet with no sacrifice of the sparkling performance which has so impressed and been acclaimed by the technical press.

Superbly finished, the Moby Scooter combines tasteful styling with practical efficiency and is the last word in **RELIABILITY—ECONOMY—LUXURY**

150 c.c. MOBYSCOOTER (complete with pillion seat and spare wheel) £149.19.6 inc. P.T.

ALL MOBYLETTE MO-PEDS (except Standard model) ARE FITTED WITH THE NEW FULLY AUTOMATIC DIMOBY CLUTCH

The new DIMOBY FULL AUTOMATIC CLUTCH operates smoothly and silently—one turn of the pedals with the machine stationary starts the engine, the rider has only to open the throttle and apply the brakes and it comes quickly and safely to a standstill with the engine ticking over ready to move off again.

The Dimoby automatic clutch (exclusive to Mobylette) is the latest advance in Mo-ped design and, coupled with the AV7 engine of proved reliability and performance, guarantees the rider trouble-free economical motoring at the lowest possible cost.

Here's the best way of all to travel to and from work! It's so convenient—a Mobylette takes you every day just where you want to go, when you want to go.

And it's so much quicker, easier and more comfortable than cycling! Yet a Mobylette is just as simple to ride.

You'll be surprised how little your Mobylette costs to run—less than a farthing a mile!

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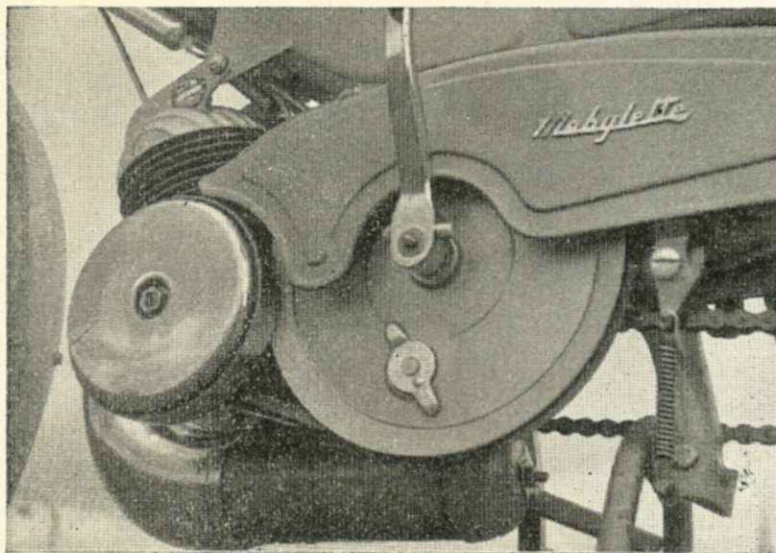
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efficiently and safely. Furthermore it offers cycling with the absolute minimum possible demands on the rider's physical strength and energy. For the elderly rider it comes near the ideal.

Reliability is taken for granted in the products of the Motobecane factories but some professional services will be needed for the non-technical type of rider to maintain this machine in good condition over long periods. The concessionaires are alive to this and service facilities are already available in most districts. Given this after-sales backing, the *Mobylette* can be recommended as the most modern and efficient of mo-peds in all except very hilly districts. It is a pleasure to ride and excellent value for money.

ENGINE : Two-stroke single, bore 39mm. x stroke 41.75mm., 49.9 c.c. compression ratio 6 to 1, output 1.35 b.h.p. at 3,400 r.p.m. "Novi" flywheel magneto with lighting coil.

TRANSMISSION : Automatic "Dimoby" engine and road speed clutch V-belt primary drive. Final drive by independent chains for engine and pedals.

FRAME : Welded steel pressing with integral tank. Telescopic front forks, built-on carrier and valanced mudguards.

WHEELS : 23-inch x 2-inch, "Hutchinson" tyres, hand operated hub brakes, stainless spokes, plated rims.

EQUIPMENT : Built-in toolbox with tools, pump, number plates and licence holder. Spring-up centre stand.

PRICE: £52. 19s. 6d. (Including P.T.)

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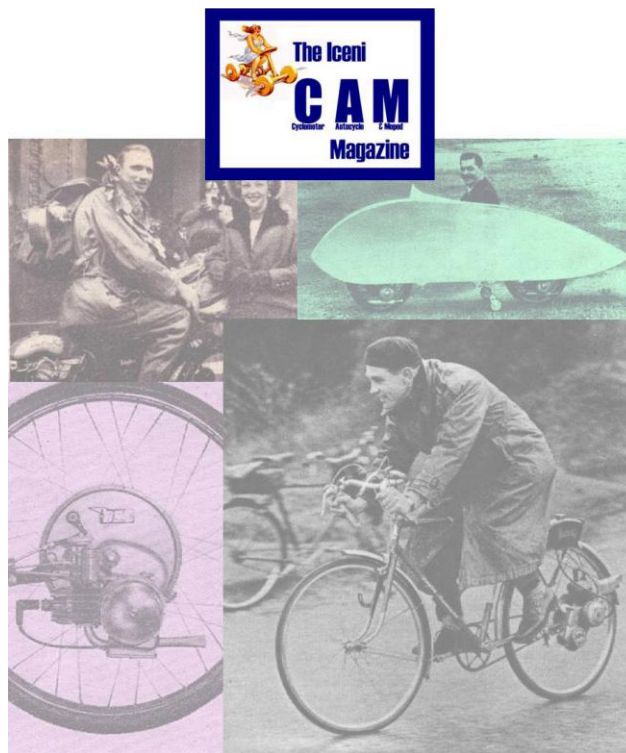
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