

MOBYLETTE LUXAMATIC

*A French-built luxury moped
with almost everything*

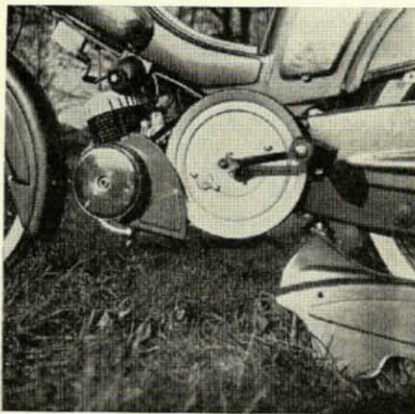
THE famous range of *Mobylette* mo-peds from *MOTOBECANE* of France covers different types from the very cheap and simple motorised bicycle to a fast luxurious mount with almost everything in its specification that a two-wheeler can have. This last model is the "Luxamatic".

Like all the others it has a dual action automatic clutch but it also has fully automatic variable speed transmission on the expanding pulley system, springing fore and aft, a full length two-seater dual seat and built-on pillion footrests. The power drive chain is fully enclosed but the pedalling chain is open. A leg shield set of almost scooter protection standards is available as an optional extra but was not fitted to our test machine.

A pressed steel main beam frame extends rearwards to take in tool compartment and rear mudguard in one piece with the large capacity fuel tank in its forward end, but the swinging arm rear forks are tubular and actuated by telescopic spring units. Long detachable side panels are located by coin slot screws and cover the flywheels (clutch and magneto) carburettor and the top runs of the belt primary and chain pedal drives.

Innovations since we last tested a "Luxamatic" are the new telescopic front forks which replace the bottom link type formerly used, a large plastic air cleaner fitted directly to the carburettor intake and a larger headlamp with speedometer mounting space and the switch gear on the handlebar. The forks look massive compared with those on the single seater models in the range and the front mudguard is now mounted with the wheel instead of the upperpart of the forks as previously.

Apart from the front forks and mudguard the general appearance of the machine is little changed from the



Specification :

Engine:

Mobylette AV.89, bore 39 mm. x stroke 41.75 mm., capacity 49.85 c.c. c.r. 8.9 to 1, output 2.8 b.h.p. at 5,500 r.p.m. "Dimoby" automatic centrifugal clutch and expanding pulley variable gearing min/max 19.9 30 11.1 to 1. Independent chain drives with engine drive fully enclosed.

Wheels:

18-inch chromed rims on full-width ribbed light alloy hubs 2.25-inch Hutchinson whitewall tyres.

Suspension:

Telescopic front forks, swinging arm rear with enclosed spring units.

Frame:

One-piece welded pressed steel main section with integral rear mudguard assembly, 9-pint fuel tank and toolbox. Dualseat.

Electrics:

Novi flywheel generator with 6-volt lighting coil and external H.T. coil encased in rubber, 4-inch headlamp with d.f. bulb, electric horn.

Price:

£94 19s. 6d.

Concessionaires:

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

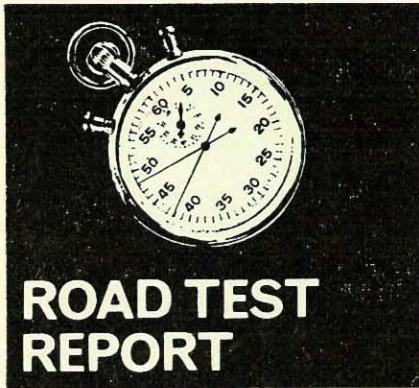
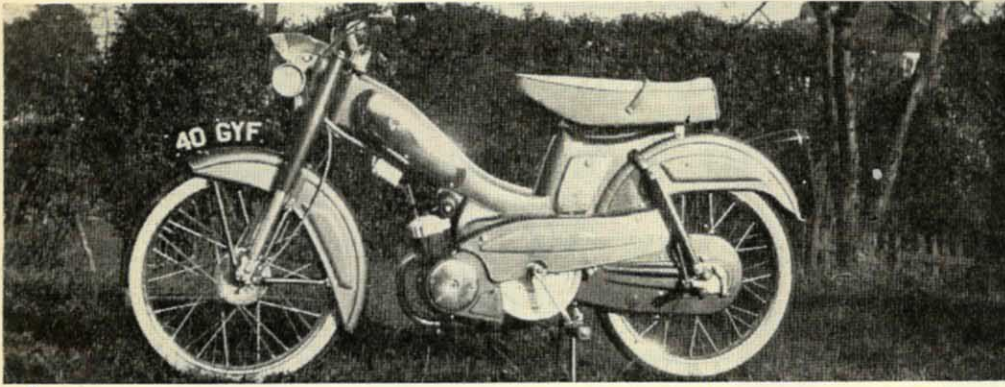
previous model and the attractive metallic bronze finish is retained.

Fully automatic

The "Luxamatic" is an all purpose machine combining a surprisingly high top end performance with absolute docility and ease of handling. It starts at one kick of a pedal on the stand or within a couple of yards pedalling down the road (the former being easier) and the manual choke control by a trigger lever on the left handle-

bar enables the rider to get away from stone cold starting if required.

As is often the case with fully automatic machines the acceleration is a lot better than it feels as the gearing is changing itself up all the time and there is no sharp rising exhaust note to indicate the corresponding increase in speed. Actually there are few mopeds of any type that get from standstill to 30 m.p.h. quicker than this one. Only when starting from rest on gradients of 1 in 12 or more



is it worth while using the pedals to speed up getaway.

Maximum speed is an honest 40 m.p.h. on the level and this can be maintained as long as required without protest from the engine. At this speed, of course, the power unit can be felt but there is no serious vibration period and the exhaust stays remarkably quiet. It is almost silent at low speeds and there is an impressive absence of mechanical noise of any description.

At more modest speeds the charm of the machine lies in its flexibility and "don't-do-it-yourself" driving manners. There is no need even to think about driving as the automatic clutch and gearing do all the work and control in traffic is simply a matter of turning the twistgrip. The clutch frees completely at a tickover but can drive at below normal walking pace when required.

We understand that the changeover to telescopic front forks was in response to public demand but the differences are not great. The new forks do improve steering at very low speeds as when manoeuvring in a confined space (actually turning figure eights in the width of a pavement in

our test) and there seemed to be some improvement in crash stop figures using the front brake, but the ride on a roughish road is not quite so smooth as with the bottom link forks as the telescopics seem to feel each bump separately. Steering is safe hands off at all speeds and braking above average mo-ped standard.

Although the specification contains no reference to any change, we noticed that the dualseat is very much more comfortable than the one we criticised on our last "Luxamatic" test. There is much more padding and the seat edges no longer bite as they did. This couples with the excellent front and rear suspension to make for an exceptionally comfortable ride and long range tourists can be quite happy with it.

There really is room for two normal sized adults on the dualseat and the pillion footrests are sturdy enough to take a passenger's weight. Except on hills the extra load makes little difference either to performance or

handling. Mudguarding is efficient, more so because there is no longer a varying gap between the front guard and the tyre.

The usual turnbuckle on the countershaft pulley disconnects the power drive and the machine can be pedalled despite its weight without too much effort if the speed is kept low. This may be a point worth having as there is no reserve fuel tap.

Suits most

When we are testing this type of machine at its best we sometimes wonder why anyone ever bothers to use anything else. The handling is so ridiculously easy and effortless, the comfort and silence standards are equal to those of the modern car and the disadvantages are few for most people.

True, there are two chains to look after and one of them exposed; driving belts do wear in time but no more quickly than the tyres and they are much more easily and cheaply replaced. It is only where steep hills are part of the everyday riding scene that the manual gearbox shews any decided advantage over the automatic transmission.

We wish these and other manufacturers would consider accommodating baggage or parcels on these dualseat models as there is not so much as a handbag hook on this one and we would like to see a reserve fuel tap as standard on all models but these are limited criticisms and we are confident that the "Luxamatic" is as near the ideal mo-ped as is obtainable for a lot of people.

Battery stop-lights for mopeds—tips from a reader

With reference to J. W. Patch (December) I have had a *Mobylette Luxamatic* for three years now and this can be easily fitted with a battery type stop light. The *Raleigh Automatic* can also be fitted with same as I have proved with my machine.

The battery may need to be clipped under the seat if you haven't a tool compartment.

I used a double-cell cycle lamp battery, an ordinary 2 inch cycle tail lamp (large reflector) for stop-light, and a motor cycle stop switch for the contact. I found a 1.5 volt bulb is best with this.

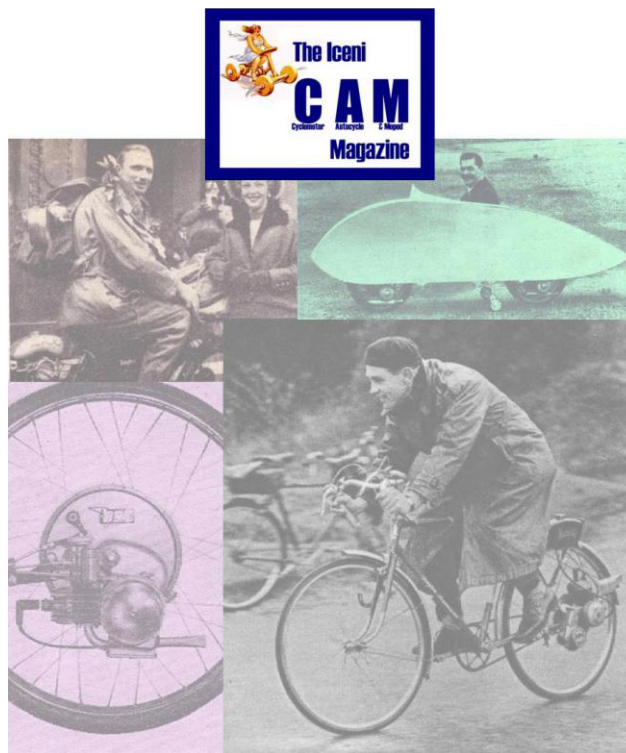
I drilled a $\frac{1}{8}$ inch hole in the back brake lever and fitted a bolt through this to take a $\frac{1}{16}$ inch gauge piece of wire bent U-shaped. At top and bottom of this I bent a little eyelet to take the bolt;

this I then connected under the handlebars to the spring on the stop-light switch which I fitted about an inch to the left of the centre of the handlebars. I found this very effective, as when the lever was pulled in, contact was made through the stop-switch to the stop light. This independent system has the great advantage of not using any of your lighting from the flywheel generator and the batteries last about one month.

I am also of the opinion that the *Raleigh* and *Mobylette* machines are excellent automatics, especially the 2.8 bhp and are fast and safe enough for any enthusiast.

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