

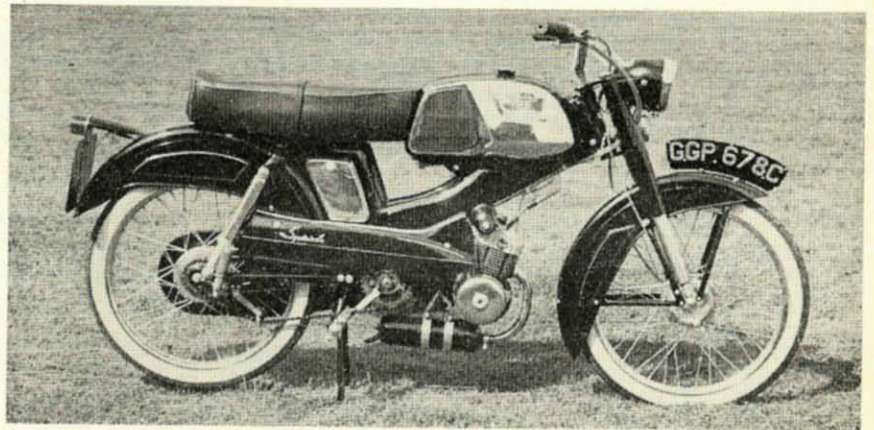
# Mobylette

AS the world's largest producers of mopeds over many years, the MOTOBECANE company of France have gradually extended their range to include models for all types of user. The simple and cheap lightweight machines are still naturally the big sellers, but there are various grades of luxury and performance above these that lead finally to the most expensive of the range known as the "Special Sport".

This is something quite different from the bread and butter models. It looks like a very modern motor cycle except that it has pedals, and the large dualseat, pillion footrests and long range fuel tank indicate that it is intended for use as an instrument of serious travel. The power unit and transmission, however, are in the *Mobylette* tradition with the familiar all alloy 50 cc. engine and fully automatic, variable gear, expanding pulley, belt primary drive.

The pressed steel beam type main frame is fully sprung and the hydraulically damped telescopic front forks are of stronger and heavier construction than those of the ordinary mopeds. In addition to side shields, the secondary drive chain is totally enclosed and the mudguards covering the 18-inch x 2.25-inch whitewall tyres are very deeply valanced. The fuel tank is mounted motor cycle fashion to fill the whole space between the steering head and the nose of the seat and has a capacity of nearly two gallons, including a reserve supply. The dualseat is really a full sized two seater designed for comfortable long range travel.

Slightly upturned handlebars are adjustable for angle and the large headlamp incorporates the illuminated speedometer. Both the 100 mm. brakes in ribbed full width hubs are hand operated. The other controls on the



very clean handlebar layout are the double acting twistgrip for the throttle and decompressor, the small trigger for the choke and the dipswitch/horn assembly.

An original feature is that the pedals can be locked in a parallel position to act as fixed footrests.

## Speed and comfort

Starting is easy and certain but the decompressor *must* be used to get over the high compression. A kick with the machine on its very solid centre stand, or two or three turns of the pedals on the road and the machine is away. The choke is required for seconds only and when the power is right there for a very quick getaway.

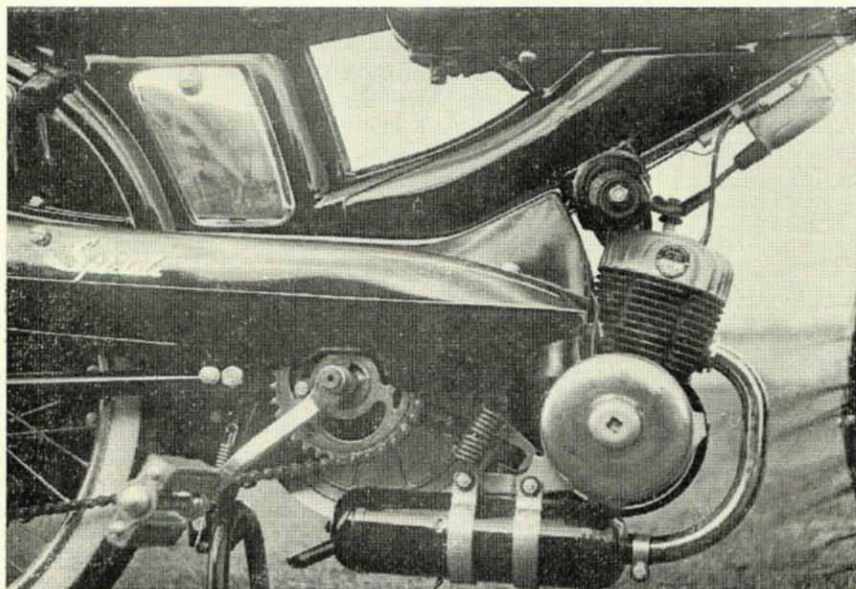
Acceleration is excellent, cruising speed smoothest at around 33 m.p.h. and vibration hardly noticeable at all. This, with the good standard of exhaust silencing make the *Mobylette* a very gentlemanly machine to ride in town and a pleasure to ride anywhere. The automatic clutch is very smooth in take up and the variable gearing does its job without being noticed. This very high standard of smoothness is largely due to the solidity of the

frame and mountings as well as to the quality of the engine itself.

With nil mileage on the clock when received for testing, we were a bit careful about maximum speed testing as we know that these engines like at least a thousand miles behind them before being consistently caned. Our impression is that a maximum of 40 m.p.h. with a fully run-in and well tuned engine should be quite possible. This, however, is not the main scoring point of this model. It has the capacity for sustained high cruising speed that is very little affected by normal main road gradients or head winds and surprisingly high average speeds were obtained on various journeys during the test. There is sufficient sheer pulling power for a passenger to be carried without spoiling the overall effect and pleasure of riding, although the averages naturally fall off with this sort of loading.

The really outstanding quality of this machine as against all the other mopeds we have tested is its comfort. The riding position would be a trifle high for a short person but for the five foot eight to six foot man it is ideal, seat and handlebars being just right for a comfortable upright ride.

# 50 Sport



The familiar Mobyette all alloy 50 cc. engine with fully automatic variable gear

The big fuel tank provides a natural and safe knee grip that helps the bike to steer itself on bends and keeps the coat safely and warmly tucked around the knees. Frankly the model feels as it looks, just like a good motor cycle, and it is to the man who has already had some motor cycling experience that it will appeal most. The fixed footrest position of the pedals, about 4 o'clock seen from the nearside, provides exceptional comfort and stability. This is an excellent idea.

Steering is first class throughout the speed range and coupled with the excellent suspension makes for very safe and comfortable riding. A really rough piece of ground taken at some 8-10 m.p.h. presented no difficulties and there was no need to stand on the pedals for comfort. Front end springing is well above average even in the light motor cycle field and the fork travel is quite adequate for the maximum speeds of which the *Moby-*

*lette* is capable. We bottomed the rear springs once or twice with hard treatment but the effect is of a slight bump through the saddle with no clashing of metal to worry about.

We liked the roomy dualseat very much. It really has room for two and it is quite luxurious by moped standards for a solo rider of mature years and a trace of middleaged spread.

With such good roadholding and well damped front forks, we would have liked a slightly more powerful front brake. The brakes are very good and stopping distances quite impressive but we felt that the chance of making the braking really exceptional had been missed.

The lights are as good as direct lighting can be and very much better than average illumination. The 25-watt generator turns out a commendable supply of current at quite low engine speeds and the large headlamp makes the most of it. Dipped beam gives a

useful riding light with a sharp cut-off that could be most effective in fog.

## Practical use

We asked the concessionaires who is buying this rather special line in mopeds and were not surprised to hear that it is a strong favourite with the car owning adult who has already some motor cycling experience behind him.

The car owner can ride a moped on his existing driving licence and the usefulness of this sort of light, handy, easily parked machine as a second vehicle must have a wide appeal. The handling of the machine feels dead right, one hardly notices the pedals and the allround high standards of comfort, reliability, safety and good looks must impress anyone with a few years of motoring experience to compare with.

Youngsters would love it too, for its sporting appearance and lively 50 cc. performance, but the price will be rather a discouragement in that end of the market.

Altogether we think this model has a definite, if relatively small place in the personal transport field. It looks good, feels good, performs well and is one up on anything else in the moped field.

## SPECIFICATION:

ENGINE: A.V.48, Bore 39 m.m. x stroke 41.8 m.m., capacity 49.933 c.c., Compression ratio 7.5 to 1, output 2.8 b.h.p. (DIN) at 5,500 r.p.m. All alloy with chromed bore. Carburettor *Gurtner* BA.10 with air cleaner.

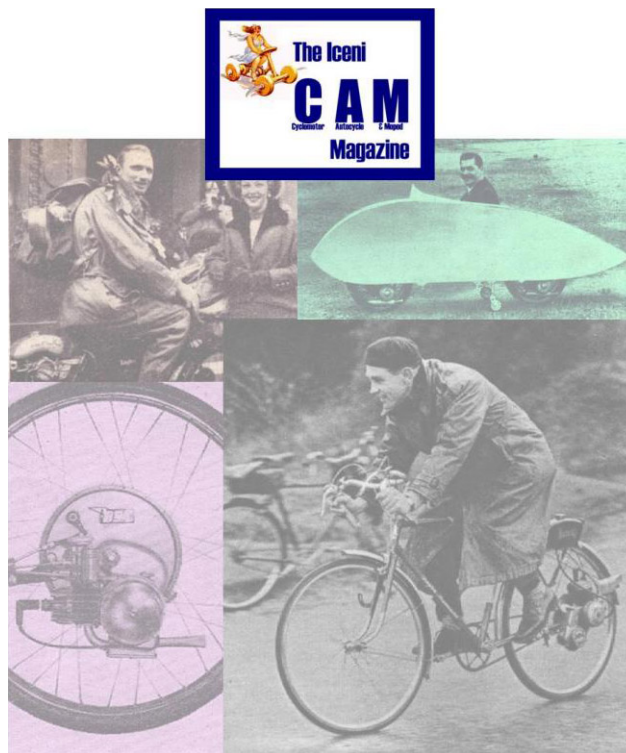
FRAME: All welded pressed steel with integral valanced rear guard. Telescopic front forks with hydraulic damping, swinging arm rear. Fuel capacity 14½ pints, including reserve of 1½ pints. Dual-seat.

WHEELS: Chromed rims with stainless steel spokes, 18 x 2.25 inch. 100 m.m. full width drum brakes front and rear, hand operated. Light alloy hubs, ribbed. TRANSMISSION: Automatic centrifugal double acting clutch, expanding pulley and V-belt primary drive, gearing variable between 19 to 1 and 11.8 to 1. Secondary drive by enclosed chain. Separate pedal drive. Pedals lockable as footrests.

ELECTRICS: *Novi* flywheel generator with 25-watt lighting coils and external H.T. coil. Main and dipped beams, dipswitch on handlebar.

PRICE: £112 19s 6d. (Including P.T.). CONCESSIONAIRES: Motor Imports Ltd., 7, Gresham Road, London, S.W.9.

# IceniCAM On-Line Library



[www.icenicam.org.uk](http://www.icenicam.org.uk)