

# PRACTICAL SCOOTER & MOPED

★ SPECIAL MOBYLETTE FEATURE

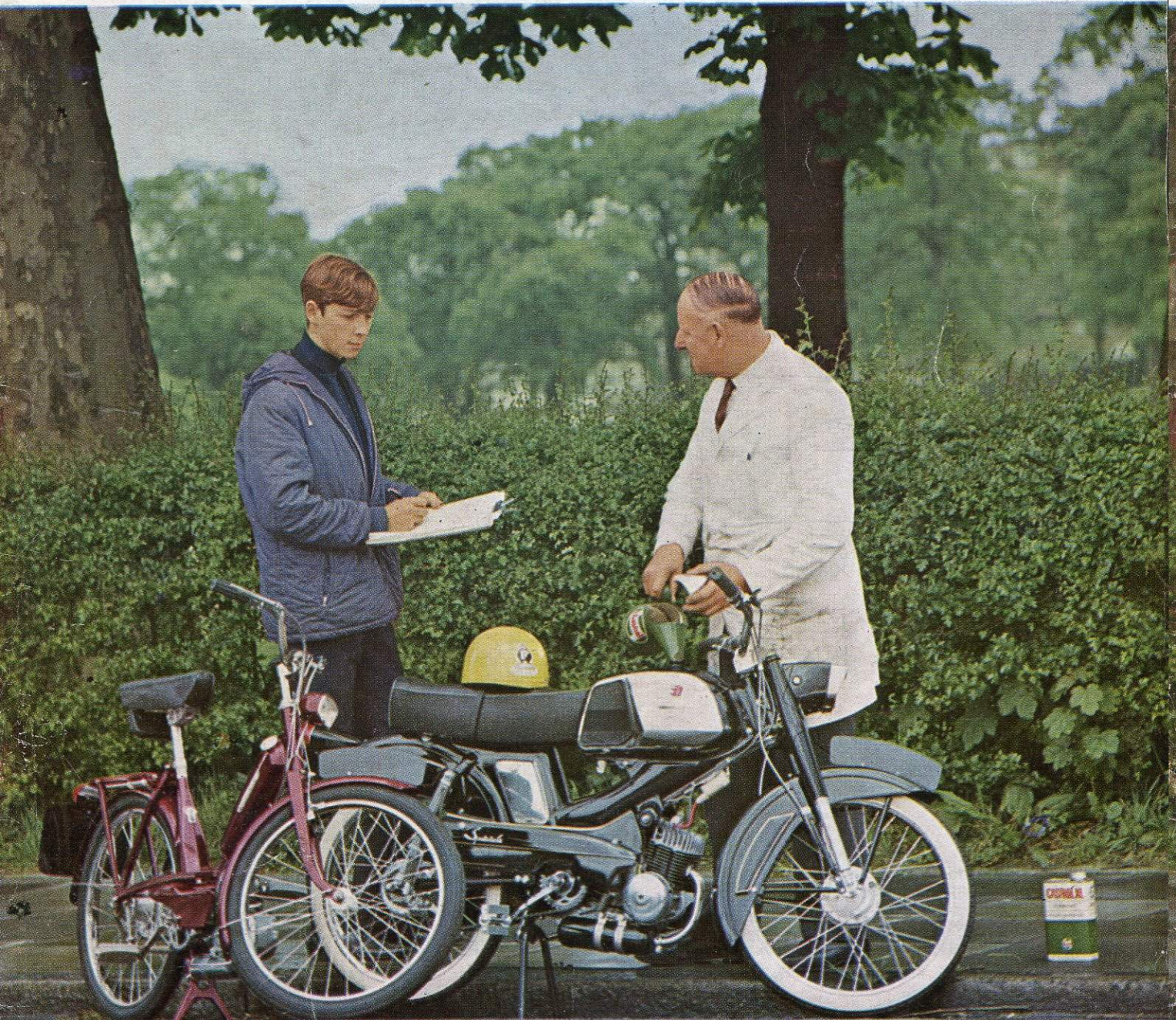
▶ CUT OUT TIMING DISC INSIDE

▶ SECOND HAND MOTO RUMI TEST

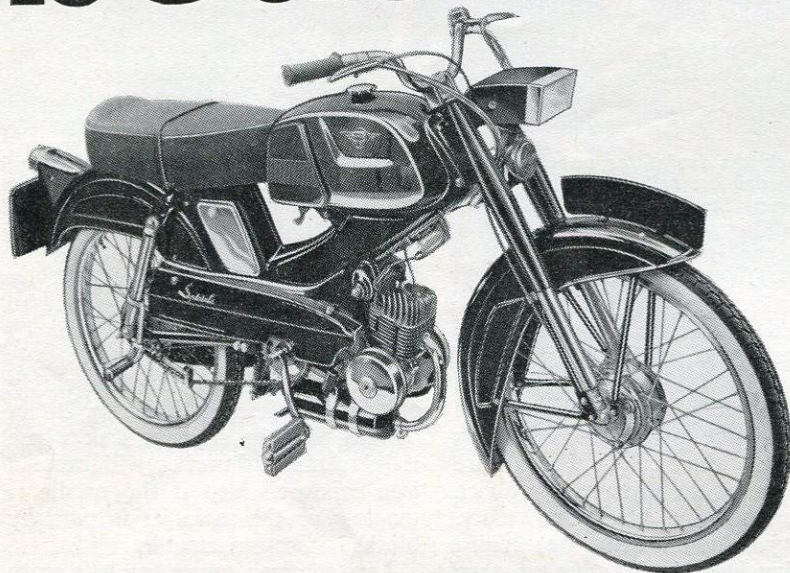
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JULY 1967

TWO SHILLINGS



# bright bold beautiful.....



The super Mobylette Sports 50 has got what it takes. Telescopic front and swinging arm rear suspension. Extra large headlamp, electric horn, speedometer, and crank arms that can be locked into position as footrest. Flash finished in ebony black with lots of chrome. Two gallon tank with reserve and knee grips. Fully automatic clutch and infinitely variable gearing. All that's left to do is brake and throttle. Super acceleration and speed performance. Product of Motobecane the world's largest moped manufacturers. Easiest of easy terms available only  $\frac{1}{4}$  dep. required balance over 12, 18, 24 or 27 months or cash price of £114.15.3 inc. P.Tax.

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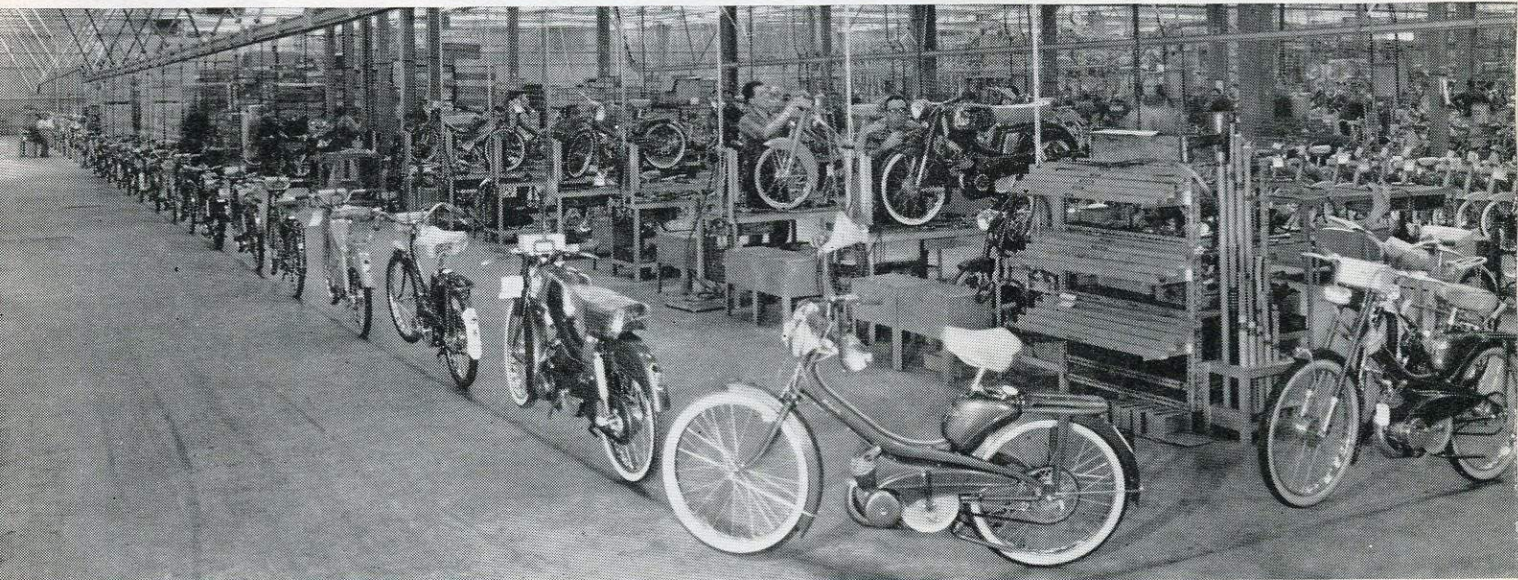
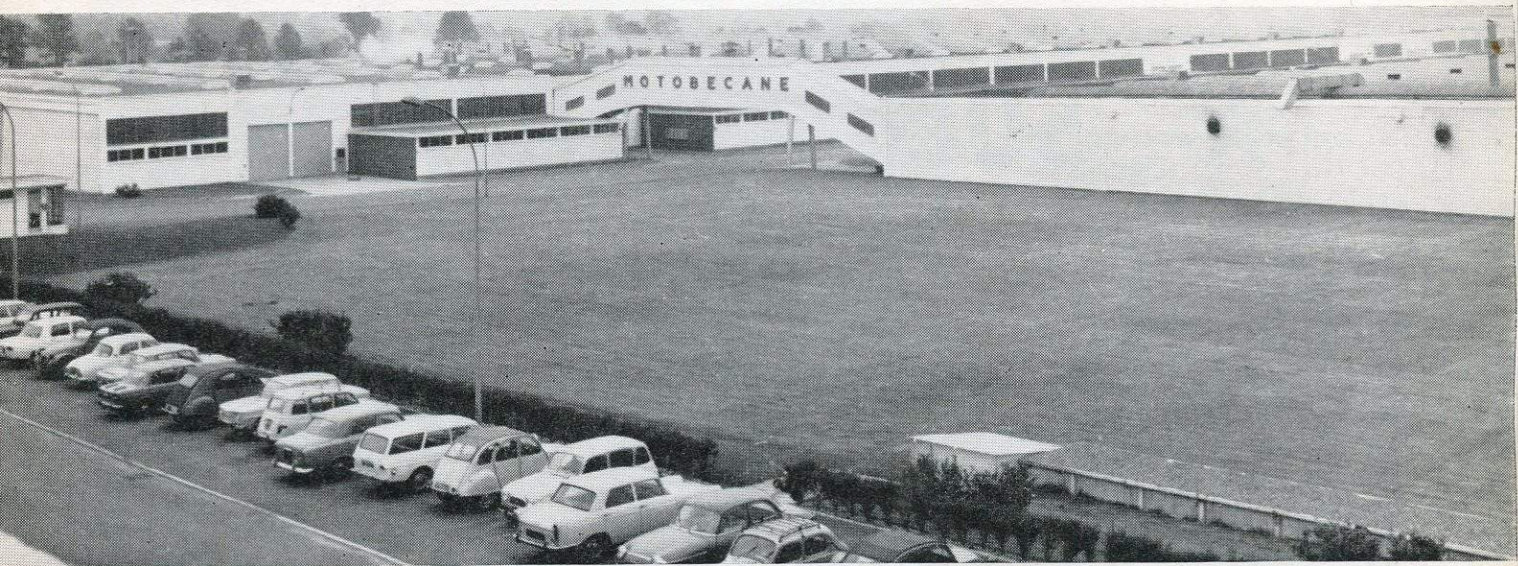
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## JACOBI'S OF IPSWICH

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Practical Scooter looks into the mighty moped market with an eight page special feature on

# MOBYLETTE



Over seven million mopeds—that is the fantastic number produced by Motobecane since they started production in 1950. Now they are being made in France and under licence all over the world. Well over half a million a year are built in France alone.

The factory near Paris covers 65 acres of land and employs 5,000 peo-

ple. They produce 56 per cent of the total French moped output per year.

After 17 years of making and selling mopeds in countries from India to England, Mobylette have produced a moped which is as near perfect as any machine can be at a price which can compete with any other moped on the market. To find out just what

the Mobylettes are made of Practical Scooter has tested the two most popular models in this country — the Sports 50 and the Cady.

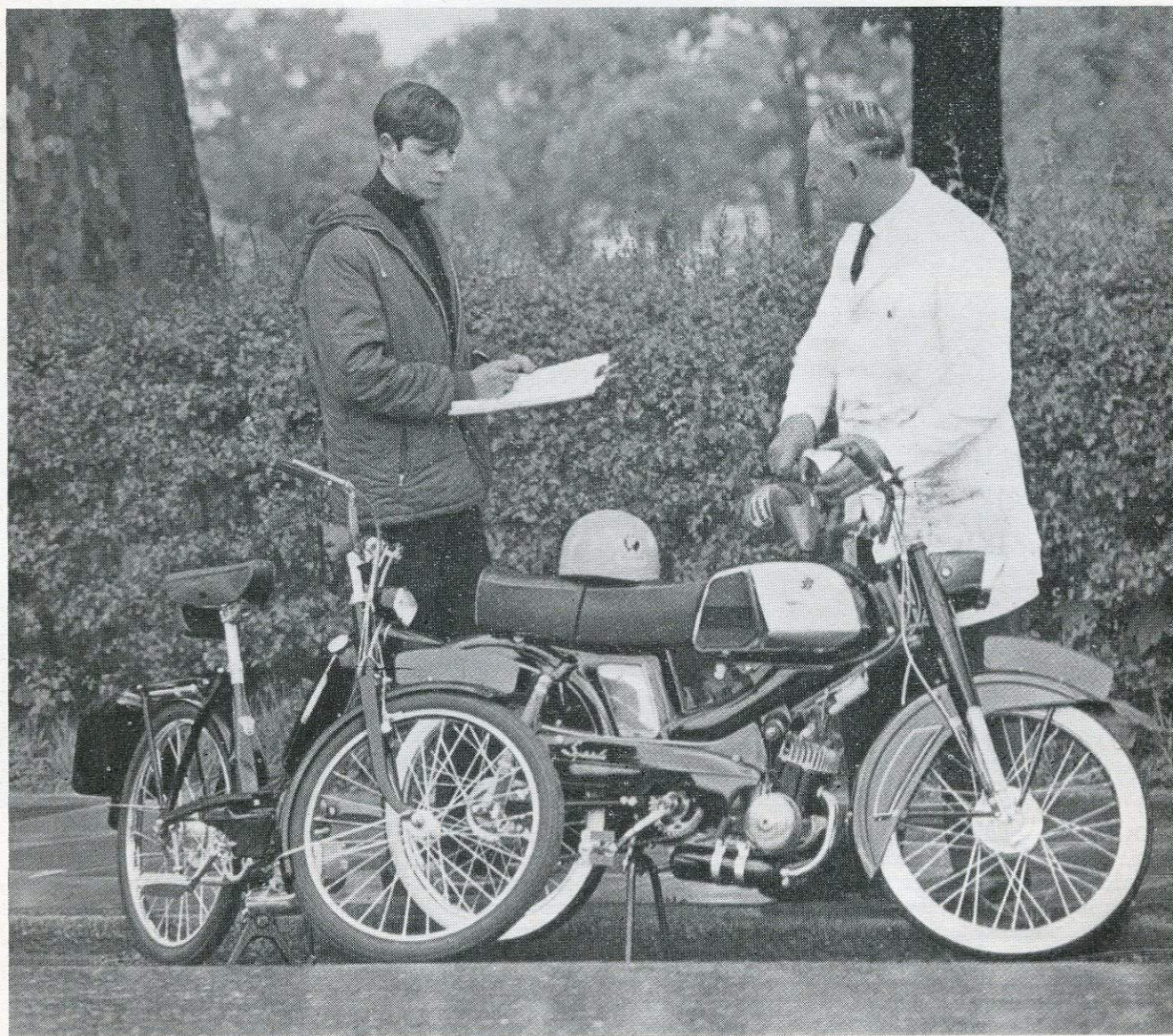
There is also an engine strip of the Cady to show you just what goes into the wonderful little engines used in more mopeds than any other type in the world.

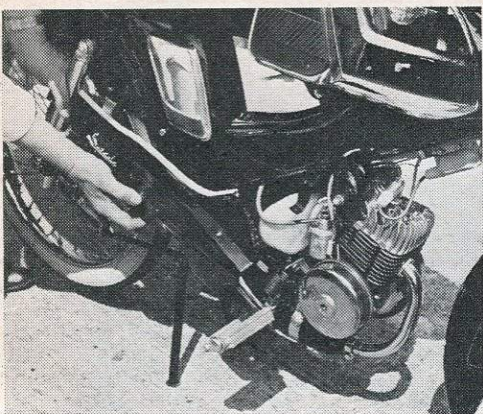
*Jeff Hutchinson tests the two latest mopeds from Mobylette, the*

★ **SPORTS 50** ★

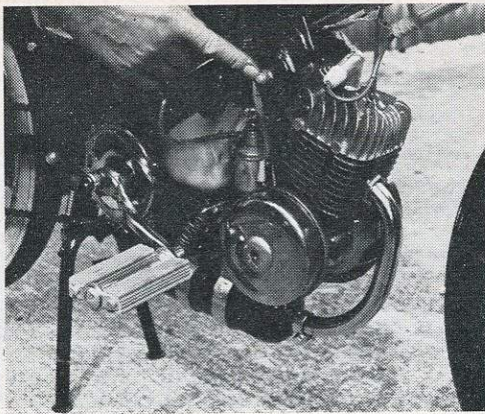
*and the*

★ **50cc CADY** ★

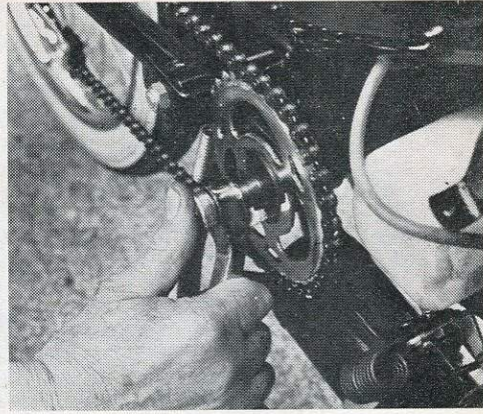




Two screws hold the engine covers in place. With these removed the engine is easily accessible for any servicing.



The engine is pivoted from the top on silent block bushes, it then swings backwards as the drive is taken up.



Once the engine has been started the pedals can be pulled out and clipped into a footrest position for greater comfort.

● First impression you get when you climb aboard the new Mobylette Sports 50cc is that it is not! Not a 50cc that is, for with a top speed of over 50 mph it feels more like double that capacity.

Although it is claimed as a moped it is more or less a small motorcycle. The moped restrictions have been cleverly got round by making the pedals adjustable. That is, when you have started the motor the pedals can then be turned and locked into the position of normal footrests.

This is fine when riding solo because the bike is powerful enough to pull away without the need to pedal. Two up, however, I found it best to leave the pedals in the pedalling position for if you are unfortunate to be stopped on a hill a few turns from them are necessary to just get the moped moving.

Brakes on the Sports 50 were exceptional whether solo or two up.

Twin internal expanding hub brakes were enough to bring the bike to a stop in 29 ft 6 ins from 30 mph which is good braking from any bike.

Acceleration figures were also very good 0-20 mph was 6 secs, 0-30 mph 14 secs, and 0-40 mph 24 secs. These figures were without any pedal assist-

## ROAD TEST REPORT

ance, though for a faster getaway a couple of prods on the pedals gets things moving far quicker.

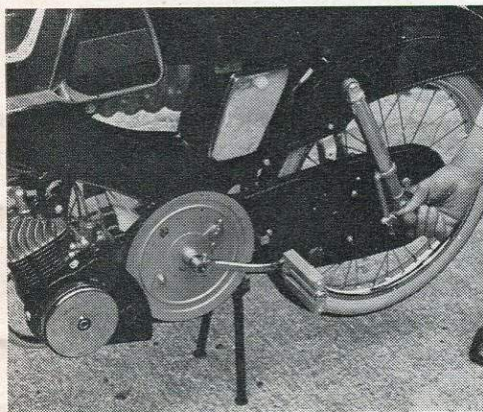
Once the initial drive has been taken up the main power seems to come in at around 25 mph. At this speed the engine becomes really smooth running and speed rises to

just under 50 mph quite rapidly. Best speed we attained was 56 mph but this was after a fairly long straight.

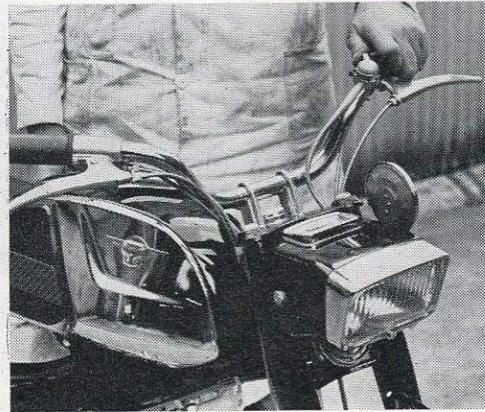
Starting the Sports 50 is the same as most mopeds. You can either turn the throttle forward to decompress the engine and pedal it to a start, or leave the bike on the centre stand and start it that way.

Care must be taken starting the bike on the stand not to let the engine rev too much when wheeling it off. For if the engine is turning over fast enough to let the wheel turn the bike can shoot off without you aboard! Starting from cold called for a little choke and to prevent embarrassing stops in the traffic I found it best to warm up the engine on the stand first.

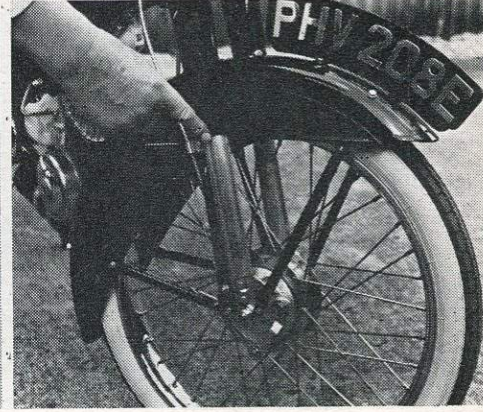
Rear chain of the Sports 50 is fully enclosed which, besides keeping things a lot cleaner, also cuts down noise. The silencer is also very good so when the bike is running noise level is sur-



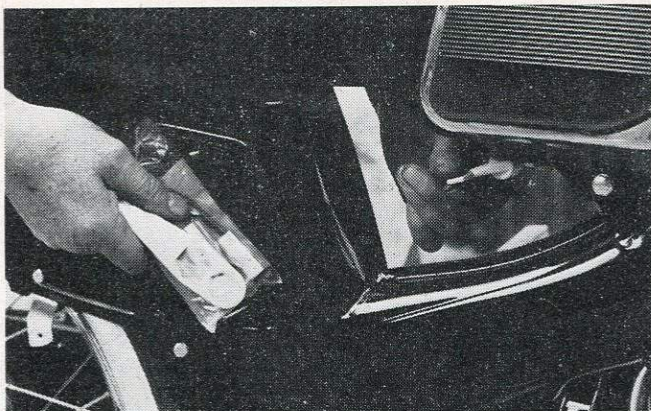
The rear chain is fully enclosed which adds to the quiet running of the machine. Pillion footrests are well positioned.



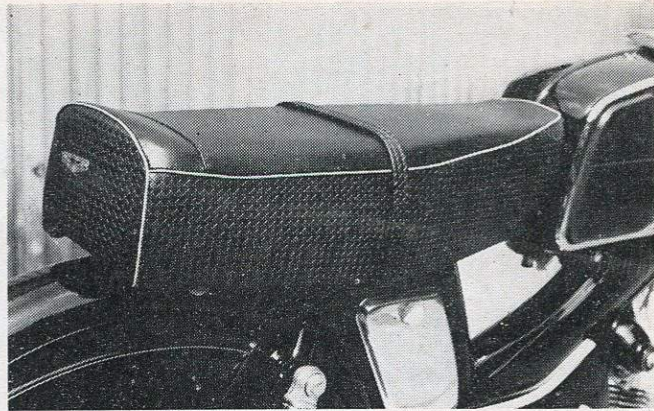
Headlight is an attractive shape with a 60 mph speedo set in the top. Handlebars and controls are very well laid out.



Front suspension is by hydraulic telescopic forks. Deep front mudguard keeps most of the wet off of the driver's feet.



A first class tool kit is provided with every machine. Even includes a puncture repair kit. Fuel tap is three position, reserve fuel approx.  $\frac{1}{4}$  gallon.



Very neat full width dual seat is fitted to the Sports 50 which will take two adults comfortably. Grip strap is uncomfortable and is not necessary.

prisingly low.

The lights were fine provided the revs were kept up because lighting came direct from the flywheel mag. Ignition was also flywheel mag through an external ht coil. This gave first time starting every time.

General looks of the Sports 50 also gave the impression that the bike was a lot bigger than it was. Neatly styled motorcycle type tank, the deep front and rear mudguards plus a full width dual seat gave a solid appearance whilst the weight still remained low enough for a woman to handle without any trouble.

The go-to-work version of the Mobylette mopeds is the best way to describe the Cady. It has a new re-designed motor which makes it one of the most reliable little town bikes now on the market. With an all up weight of only 60 lbs its an ideal bike for all the family, especially the ladies.

## ★ CADY ★

Riding the Cady is no different from an ordinary pushbike other than the willing little 50cc engine cuts out all that painful pedalling. So much

has the easy riding angle been considered that it even has an automatic throttle control. If the novice is riding along at top speed and suddenly wants to stop quickly but forgets to close the throttle the bike will do it for him.

Like all the Mobylette mopeds, the

### WHAT YOU GET

**Engine**—50cc two stroke running on a 16 to 1 petrol mixture. Bore—39mm, stroke 48mm. Compression ratio 9 to 1. Ignition is by flywheel magneto through an external ht coil.

**Lighting**—Direct 6 volt lighting from flywheel magneto.

**Brakes and suspension**—Front and rear brakes, 4 ins internal expanding drum. Front suspension, oil filled telescopic front forks. Rear suspension, swing arm with hydraulic shock absorbers.

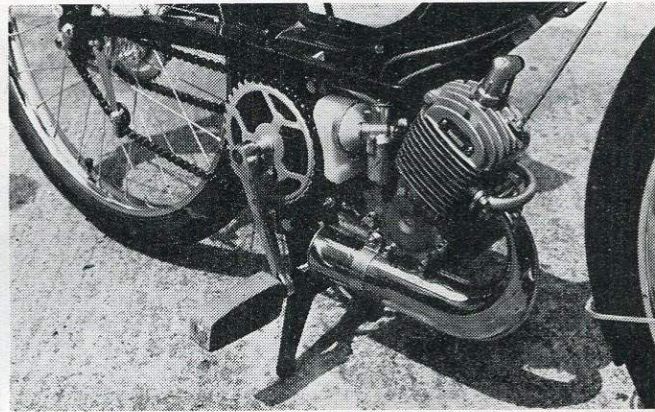
**Performance**—Fuel consumption 145 mpg. Top speed, 55 mph.

**Suppliers**—Motor Imports, 158 Stockwell Road, London, SW9.

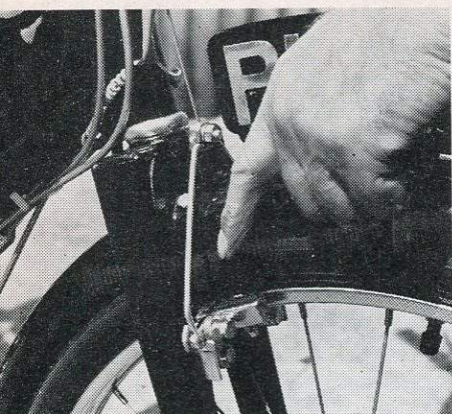
**Price**—£114 15s 3d including purchase tax.



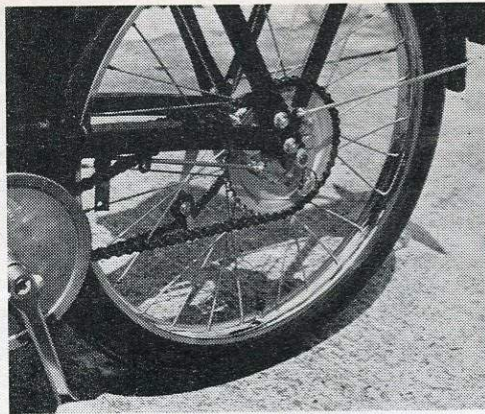
The 'Cady' is far less like a motorcycle too look at than the Sports 50 and performs like a moped. Top speed is around 25 mph on a flat road.



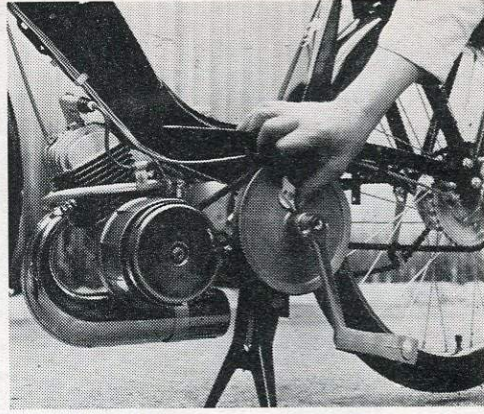
Neat well positioned silencer makes the Cady one of the quietest and cleanest mopeds on the market. Has twin chains, one for pedals other for motor.



Front brake is pushbike type calliper brake. It looked rather flimsy but in fact was very effective, even in wet.



Rear brake is internal expanding, cable operated drum type. Chains are exposed and should be cleaned every 600 miles.



Pedals on the Cady are fixed position. It, too, has a catch to change over from being motor driven to pedal drive.

Cady is fitted with a catch to disengage the motor so that the bike can be pedalled, should you be unlucky enough to run out of petrol.

The petrol tank holds half a gallon of 16 to 1 petrol mix and on a full tank 100 mpg was the average fuel consumption figure.

Starting, as with the Sports 50, is always very good. The choke for the Cady is mounted beside the headlamp so it is easy enough to take the choke off while riding along. To stop the Cady there is a separate lever on the handlebar which decompresses the engine instead of having it combined with the throttle grip as on the Sports 50 model.

The centre stand is well positioned so that very little effort is needed to put the bike on its stand or take it off again. A little saddlebag holds a really first class set of tools which are all that are needed to carry out all the routine maintenance checks.

#### WHAT YOU GET

**Engine**—49cc two stroke running on a petrol mixture of 16 to 1. Bore 39mm, stroke 48mm. Compression ratio 7 to 1. Ignition is direct from flywheel magneto.

**Lighting**—Direct 6 volt lighting from flywheel mag.

**Brakes and suspension**—Front brake is calliper type, rear brake is cable operated internal expanding drum. Suspension is through the tyres and sprung saddle.

**Performance**—Fuel consumption approx. 200 mpg. Top speed 25 mph.

**Suppliers**—Motor Imports, 158 Stockwell Road, London, SW9.

**Price**—£51 19s 6d including purchase tax.

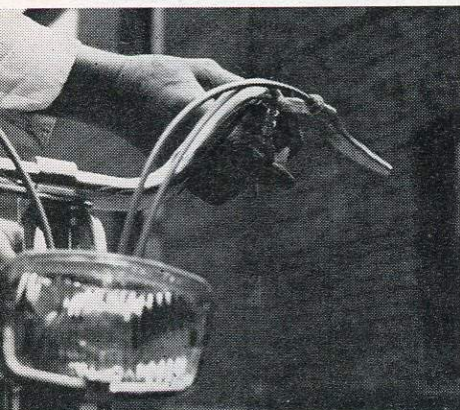
The pedals on the Cady are fixed in position but they are not uncomfortable for you can turn them round while you are riding if you start to feel stiff.

Top speed of the Cady is just over 20 mph but we found 25 mph was possible most of the time. From a standing start the Cady would pull away without any help from the pedals but it was very slow. A couple of prods on the pedals though and top speed was reached in almost half

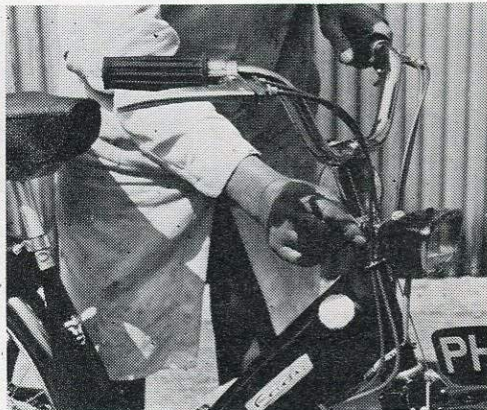
the time it would take without.

Brakes are very good indeed. At first sight the flimsy looking calliper brake on the front did not look as though it was powerful enough for the job but when we tried it from top speed it pulled the bike up perfectly.

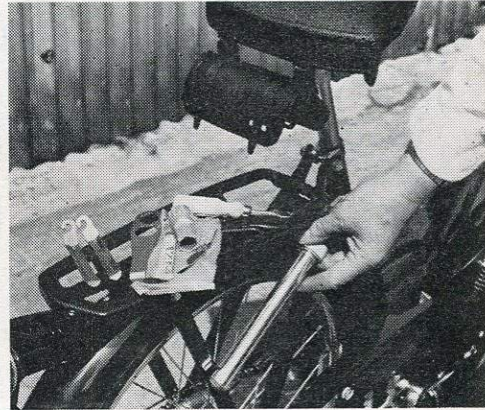
Finished in maroon the Cady looks very smart and with a price tag of only £52 all but sixpence you could pay for the bike in a year with the top speed was reached in almost half fares you would save.



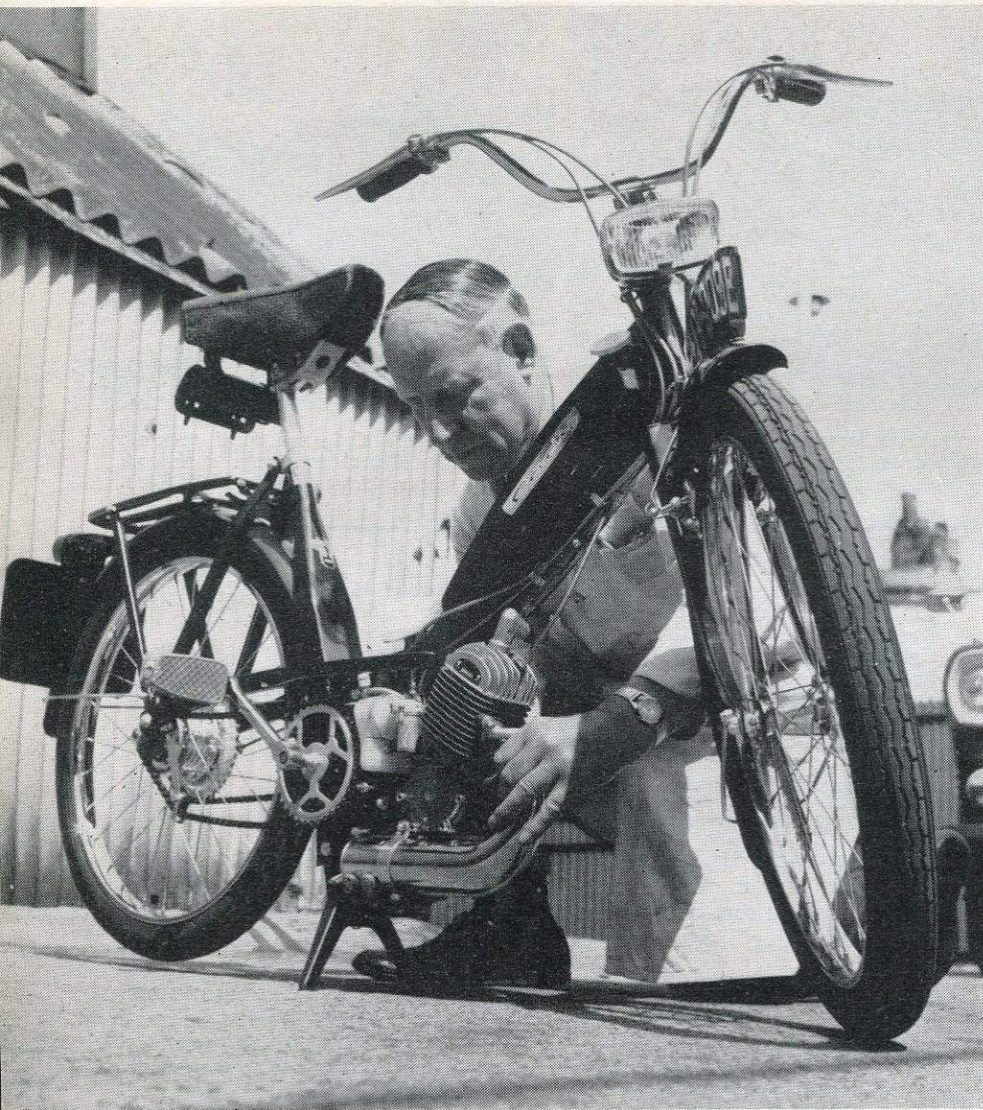
Wide high handlebars mean a very upright riding position. Beside brake levers on bars there is a decompression lever.



Handlebar height is also adjustable for different riders. Small lever beside the headlight is the choke control.



Cady also has a good toolkit which is stored in a small saddle bag. Pump is also fitted beneath strong rear rack.



**Practical Scooter shows you how to strip  
the latest 50cc engine from Mobylette  
the new ...**

# 50cc CADY

● The Mobylette mopeds are the most popular in the world. One of the reasons for this, is that they are also one of the most trouble free mopeds available. Like most things that are trouble free the design is very simple

and when it does eventually wear out it is a pleasure to strip.

Tools needed to complete a strip are also simplicity—two Allen keys and an open ended spanner, plus a couple of extractors which can be

hired from your local dealer, are all you need from start to finish.

First thing to do is remove the engine from the frame, first remembering to disconnect all the control cables. Once the light little engine is out of the frame an hour or so will see the engine stripped right down.

## **Clean out the carbon**

Points to watch out for when stripping and rebuilding are surprisingly few. All gaskets should, of course, be checked or replaced, depending upon which gasket you remove. The cylinder wear and piston rings are also worth checking if the engine has seen long service.

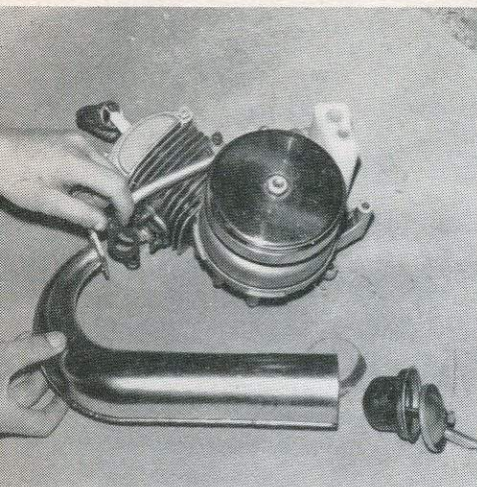
Main thing to remember is the fact that all two strokes have one enemy in common—carbon. The stop-start town moped is especially prone to carbon clogging, so when you remove the silencer don't just put it to one side and forget it, strip it right down and clean it out as thoroughly as possible. Also the piston and cylinder head as well. Excessive carbon down the side of the piston is a sign of worn rings or barrel, or both, so watch out for this, too.

## **Watch those washers**

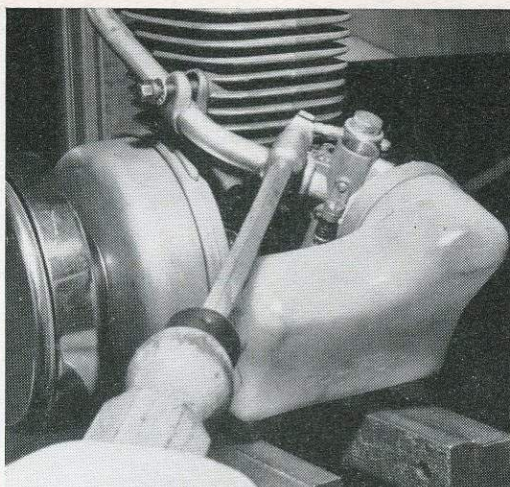
Taking the motor down is a straight forward job, the only time you are likely to go wrong is rebuilding.

The clutch needle roller bearing is backed up by four washers which can easily be mixed up so check the order on rebuilding—which is first—plain (wide) washer, second, splined washer, third, plain (thin) washer, and lastly, a circlip. Clutch should not need dismantling but if you have to strip it, note the position of the springs and pads.

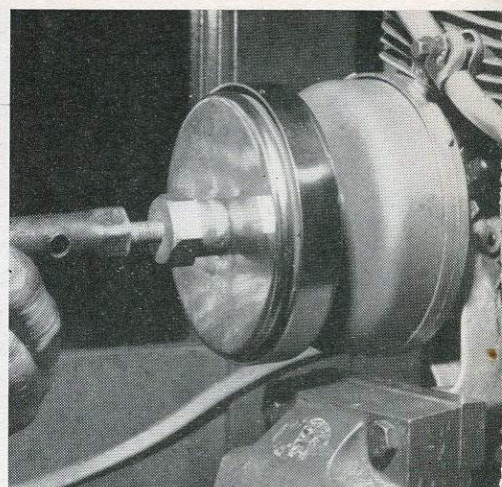
Other points to check are that the piston is replaced the right way round and that the crankshaft, bearing, retaining screw is not left loose. The stator unit is usually removed complete, but if the ignition or lighting coils have to be removed they must be lined up on reassembly. This is done by simply placing a metal band the correct size around the coils, then tightening them down in the correct position. The flywheel mag can then be put in position without fouling the coils.



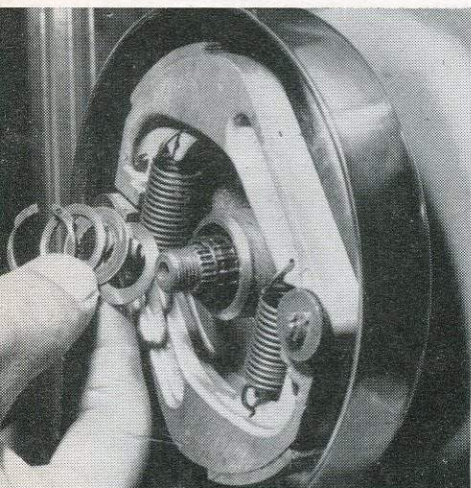
Once the engine is taken from the frame the silencer unit is removed. This should be stripped and the carbon cleaned out.



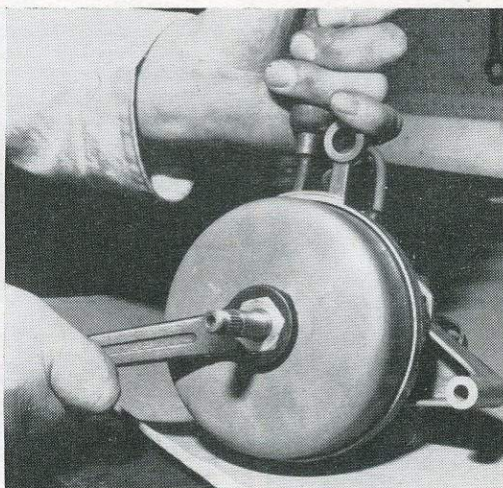
Next remove the carburettor and air cleaner combined. Single securing collar holds this to the inlet manifold tract.



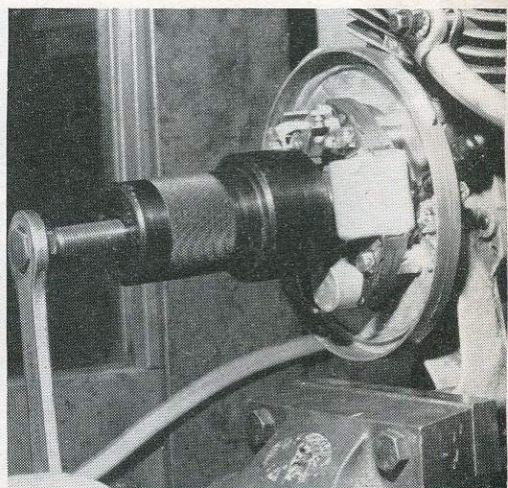
An extractor is needed to remove the clutch cover. This can be bought for a few shillings or hired from a dealer.



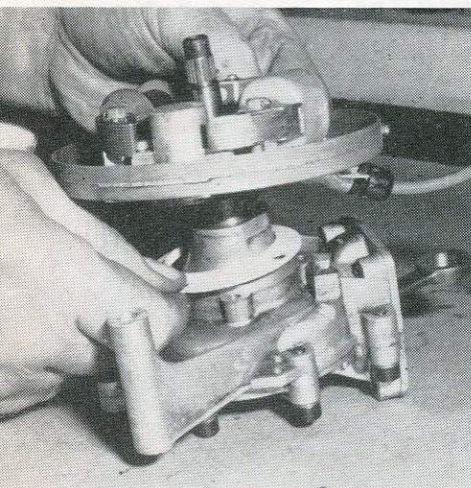
When you remove clutch take careful note of the order of the washers. Needle-roller is followed by 3 washers and circlip.



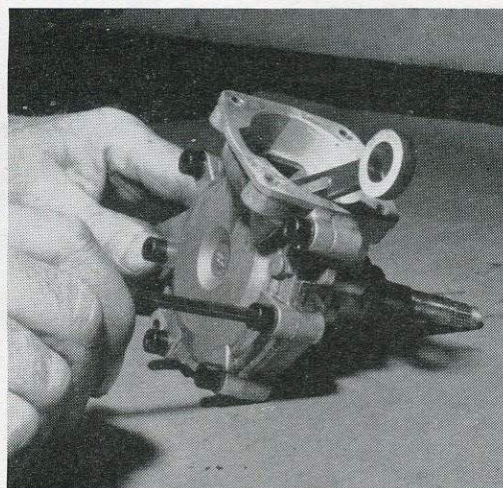
Head and barrel are removed to allow the crankshaft to be locked. Once locked the stator cover can be taken off.



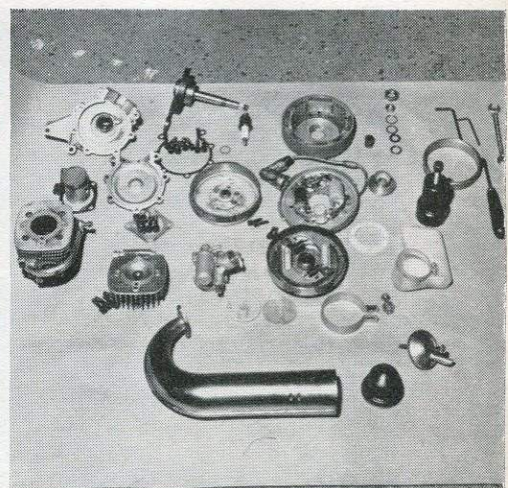
Another extractor is necessary to remove the stator unit. Points can also be checked at this stage and if worn—renewed.



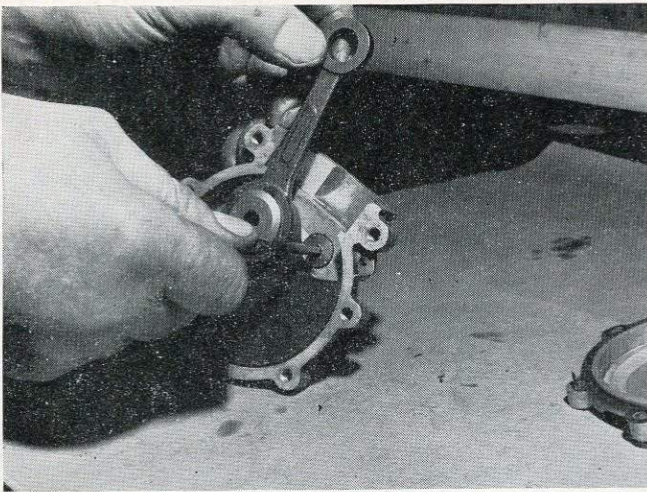
The stator unit now comes off as a complete assembly. Remember to check the nylon washer behind when reassembling.



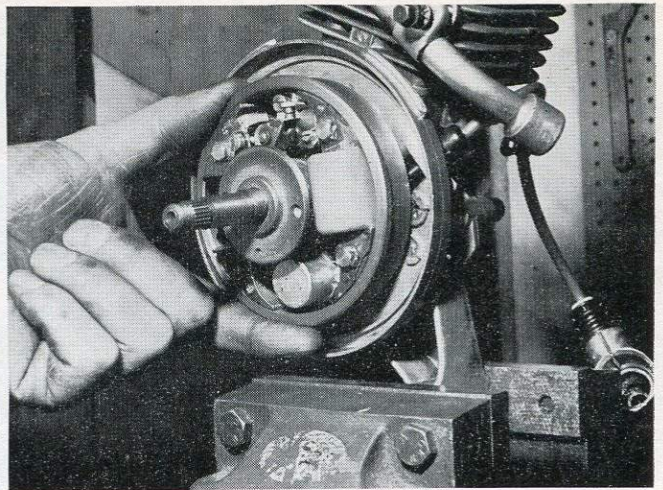
Crankcase halves can now be split by undoing the six retaining nuts. Crankshaft and bearings can now be checked.



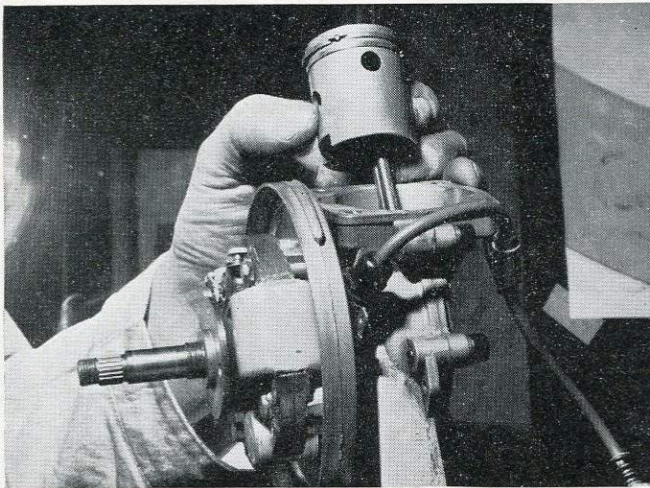
Completely stripped the engine looks like this. When you strip engine keep parts together to avoid losing any of them.



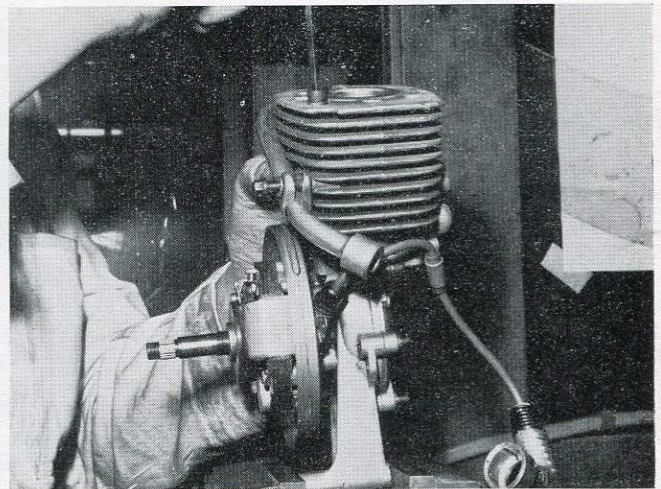
When rebuilding the engine check that the locking screw for the crankshaft ballrace bearing is tight. Also remember to replace the crankcase gasket.



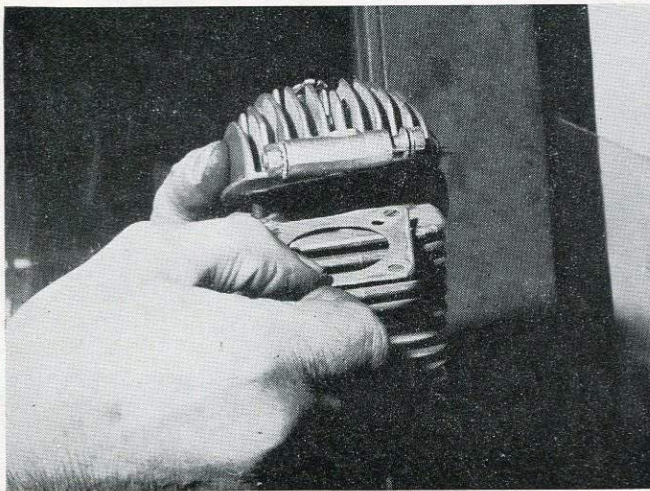
If the ignition and lighting coils are removed from the stator plate for any reason they must be lined up with a special collar before fastening.



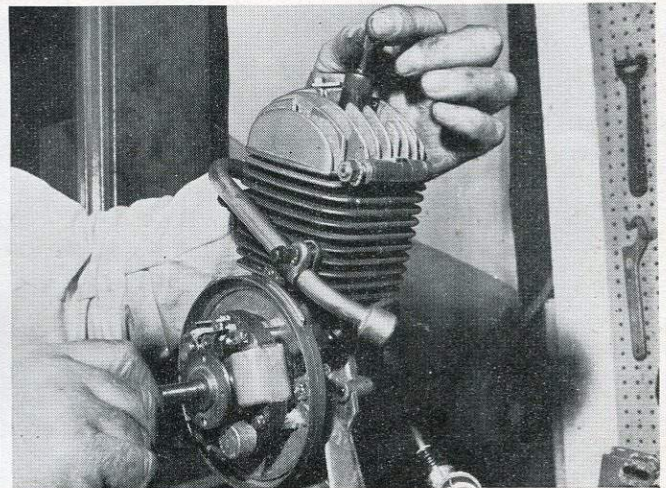
When refitting the piston make sure that the fuel transfer hole in the piston faces towards the back of the motor. Also check piston rings are seated.



With the rings in their grooves carefully lower the barrel into position and tighten the four retaining studs down. Fit new base gasket first.



Next fit the cylinder head and replace the gasket. The head is held by four screws which should be tightened down diagonally to avoid warping head.



With the head in position the engine should now be timed. Get the piston at tdc then back it off to 1.5mm btdc. Points should be set at 15 thou.

# smart simple sure...

The Mobylette Cady is the practical way to travel. Just get on, open the throttle and you're on your way. It's that easy. Saves money too. Up to 200 miles a gallon. Only £2 a year to tax. Weighs 60 lbs. Fully automatic transmission. Rear monobloc brake for powerful, progressive stopping power. Isodyne constant power engine licks the hills and laughs at stalled traffic. Product of Motobecane the world's largest moped manufacturers. With the convenient out of income pay as you ride plan. Only ¼ dep. is required balance over, 12, 18, 24 or 27 months. Cash price £51.19.6 inc. P.Tax.

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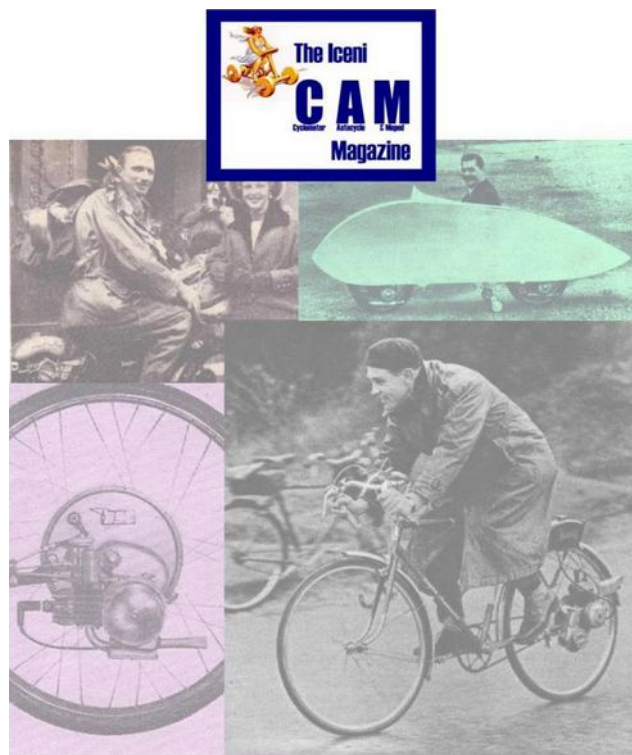
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