

IMPRESSIONS OF CURRENT MODELS

The 49 c.c. Two-stroke
MOBYLETTE

The Latest Standard Model "Built-in"
Cyclemotor Produced by the French
Motobécane Factory

Any cyclist would
feel at home on the
Mobylette which is an
excellent example of
modern cyclemotor
design

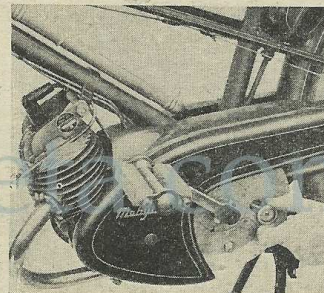
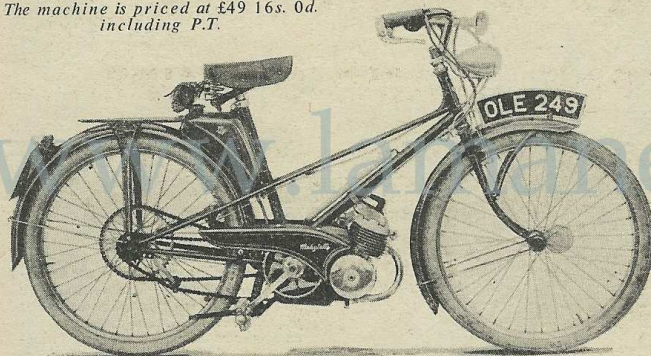


STILL one of the most attractively styled of all *velomoteurs*, the 49 c.c. two-stroke "Mobylette" has undergone only slight modifications since *Motor Cycling* last tested it in July, 1951—a fair indication of the essential "rightness" of this sturdy product of the French Motobécane concern.

The "open"-type frame has, however, been simplified and has lost most of its Gallic curves. Both the duplex top tubes—which connect the steering head to the rear-wheel lug—and the single front down-tube are now straight, but the two members which used to join the rear-wheel lug to the top of the saddle tube have been dispensed with altogether, their task now being performed by the petrol tank and luggage grid, which have been redesigned and bolted together to form part of the frame. The tank has been enlarged in the process and will now easily hold half a gallon of petrol plus the necessary oil.

The "Mobylette's" engine is, of course, a conventional two-stroke mounted ahead of the bottom bracket. Its transmission, however, is unusual. Through an endless Vee-belt, the primary drive operates

The machine is priced at £49 16s. 0d.
including P.T.



The engine may be disconnected from the drive by a simple device. The machine may then be pedalled as a bicycle.

a countershaft mounted concentrically with the pedal spindle. The final drive is by chain, and, though no ordinary clutch is provided, when the machine is stationary the engine can be disconnected from the rear wheel by moving a spring-loaded peg outwards along a radial slot in the countershaft.

Simplicity itself to operate, the engine is controlled by a two-way twist-grip on the right handlebar—an outward twist operating the decompressor and an inward the throttle. Starting was easy when the spring-loaded choke lever on the left handlebar was depressed for a few seconds at the outset.

With its well-styled, quickly detachable engine shield, and its battleship grey finish, the "Mobylette" is a handsome machine. It also proved to be a willing worker. Though not fast—it would hold but a shade over 20 m.p.h. on the level—it had very good

hill-climbing characteristics. Running downhill at around 30 m.p.h., the machine earned full marks for its excellent cantilever brakes and first-class stability. As no speedometer was fitted, speeds could only be approximately gauged, and it was impossible to compute exact fuel-consumption figures, but these certainly averaged over 200 m.p.g.

Quite tractable, the model under test was easy to handle in traffic, though a tendency to shudder as the engine picked up was disconcerting at first. Despite lack of springing, its comfort was good, thanks to the 600 by 50 mm. Hutchinson tyres. At night, the Novi flywheel magneto generator provided ample lighting current.

Retailing at £41 10s. plus £8 6s. P.T., the "Mobylette" is sold in this country by Motor Imports Co., Ltd., of 158 Stockwell Road, London, S.W.9.

BRIEF SPECIFICATION

Engine: Two-stroke single cylinder; 39 mm. by 41.8 mm. = 49 c.c. die-cast alloy cylinder barrel and head; petrol lubrication.
Transmission: Primary drive by endless Vee-belt to countershaft; final drive by chain.
Frame: "Open"-type with duplex top tubes.
Illumination and Lighting: Novi 65-watt flywheel-magneto-generator.
Wheels: 20 in. with 600 by 50 mm. Hutchinson tyres.
Tank: 1/2-gal. petrol.

Finish: Dark grey enamel; wheel rims, handlebars and subsidiaries chromium plated.
Equipment: Vidal spring top saddle; tool bag and kit; luggage grid; bulb horn; inflator.
Dimensions: Wheelbase, 42 in.; overall length 70 in.; overall width 23 in.; weight 62 lb.
Price: £41 10s. plus £8 6s. P.T. = £49 16s.
Manufacturers: Motobécane, 14-16 Lesault, Pantin (Seine), France.

